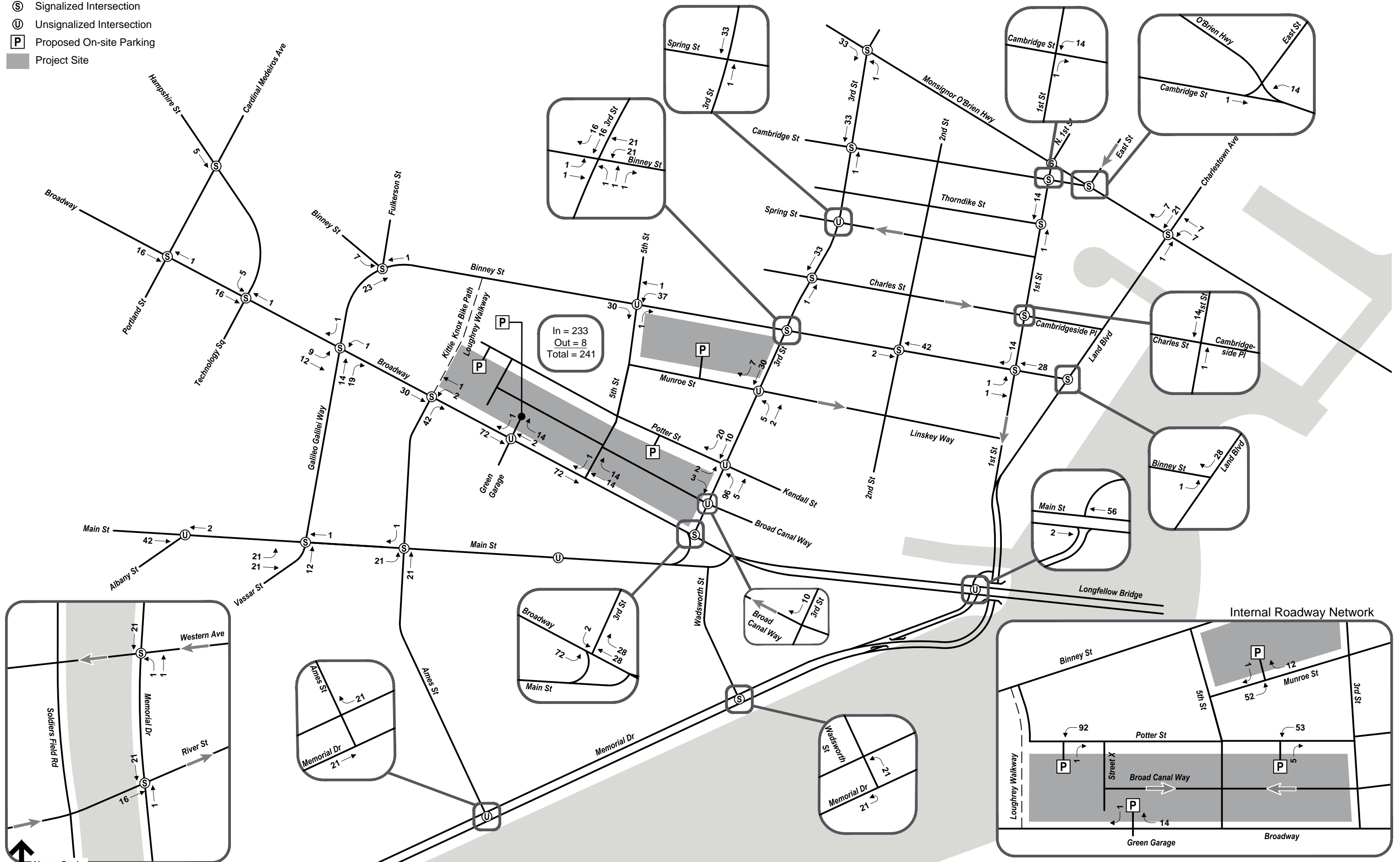


- Ⓢ Signalized Intersection
- Ⓤ Unsignalized Intersection
- Ⓟ Proposed On-site Parking
- Project Site



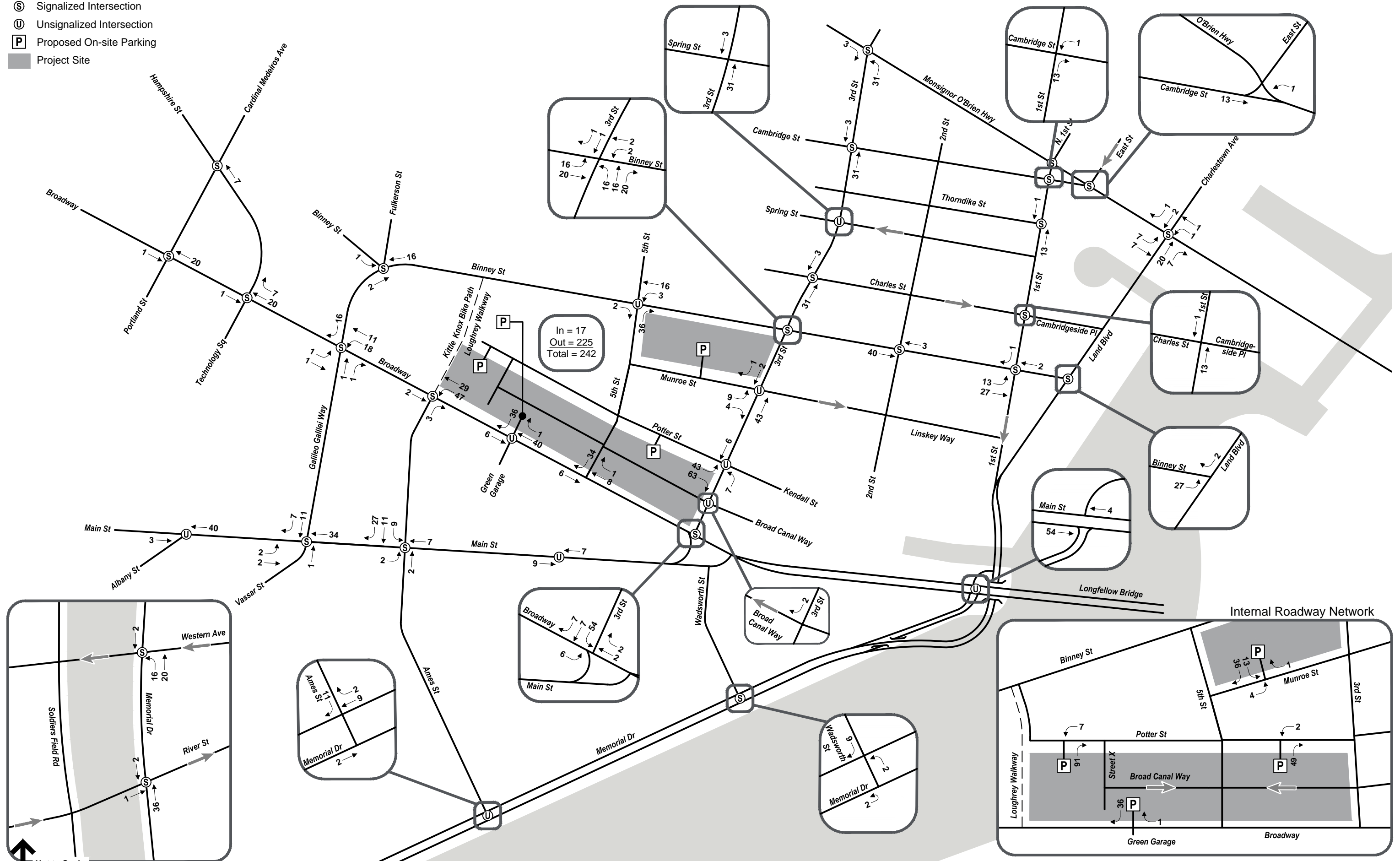
Note:
Project generated trip numbers may be off by 1 trip between intersections due to rounding.

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Figure d.3
Project Generated Trips on Build
Roadway Network
AM Peak Hour Traffic Volumes
R&D

- Ⓢ Signalized Intersection
- Ⓤ Unsignalized Intersection
- Ⓟ Proposed On-site Parking
- Project Site

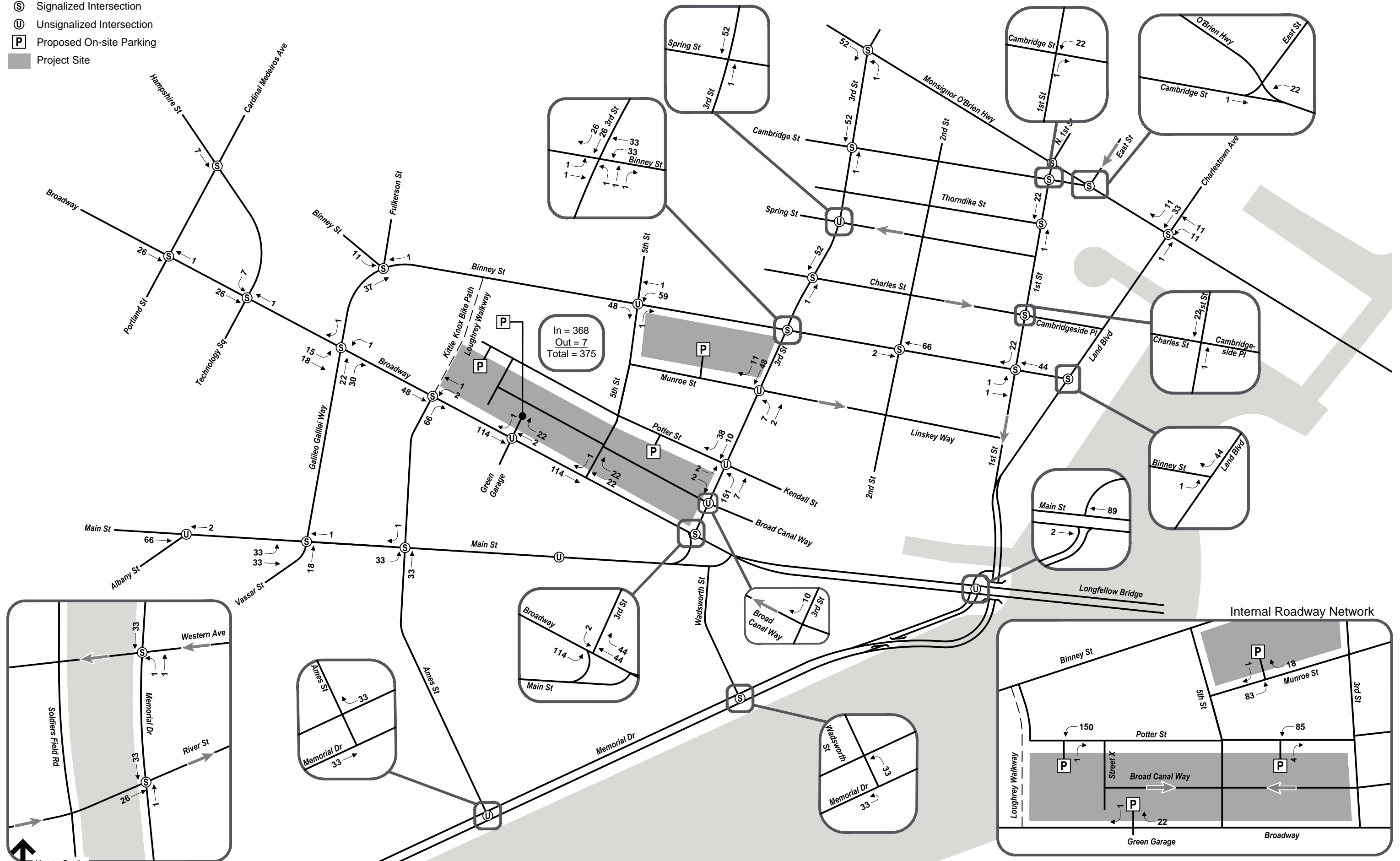


Note:
Project generated trip numbers may be off by 1 trip between intersections due to rounding.



Figure 4.d.4
Project Generated Trips on Build
Roadway Network
PM Peak Hour Traffic Volumes
R&D

- Ⓢ Signalized Intersection
- Ⓤ Unsignalized Intersection
- Ⓟ Proposed On-site Parking
- Project Site



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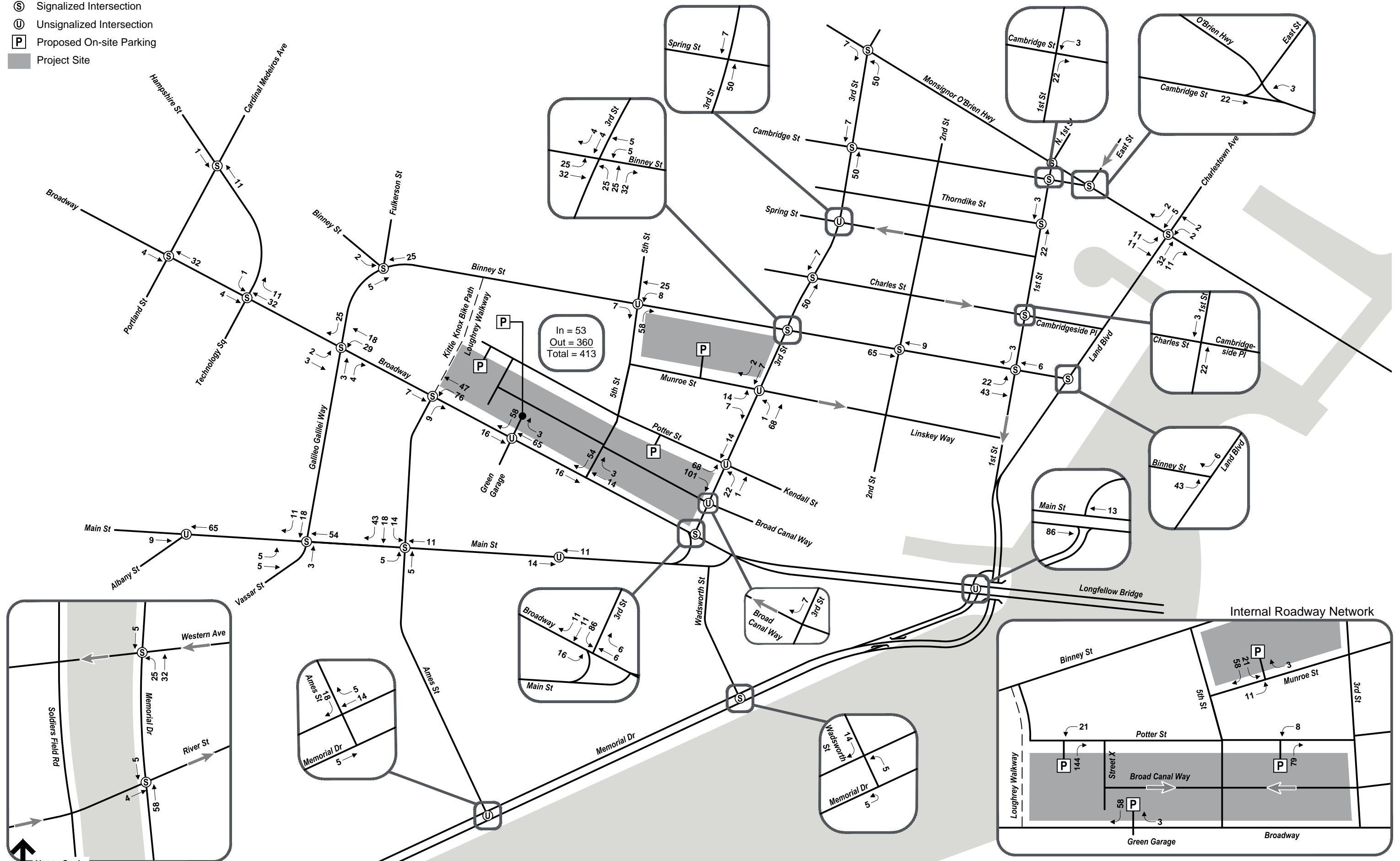
Note:
Project generated trip numbers may be off by 1 trip between intersections due to rounding.



Figure d.5
Project Generated Trips on Build
Roadway Network
AM Peak Hour Traffic Volumes
Office



- Ⓢ Signalized Intersection
- Ⓤ Unsignalized Intersection
- Ⓟ Proposed On-site Parking
- Project Site



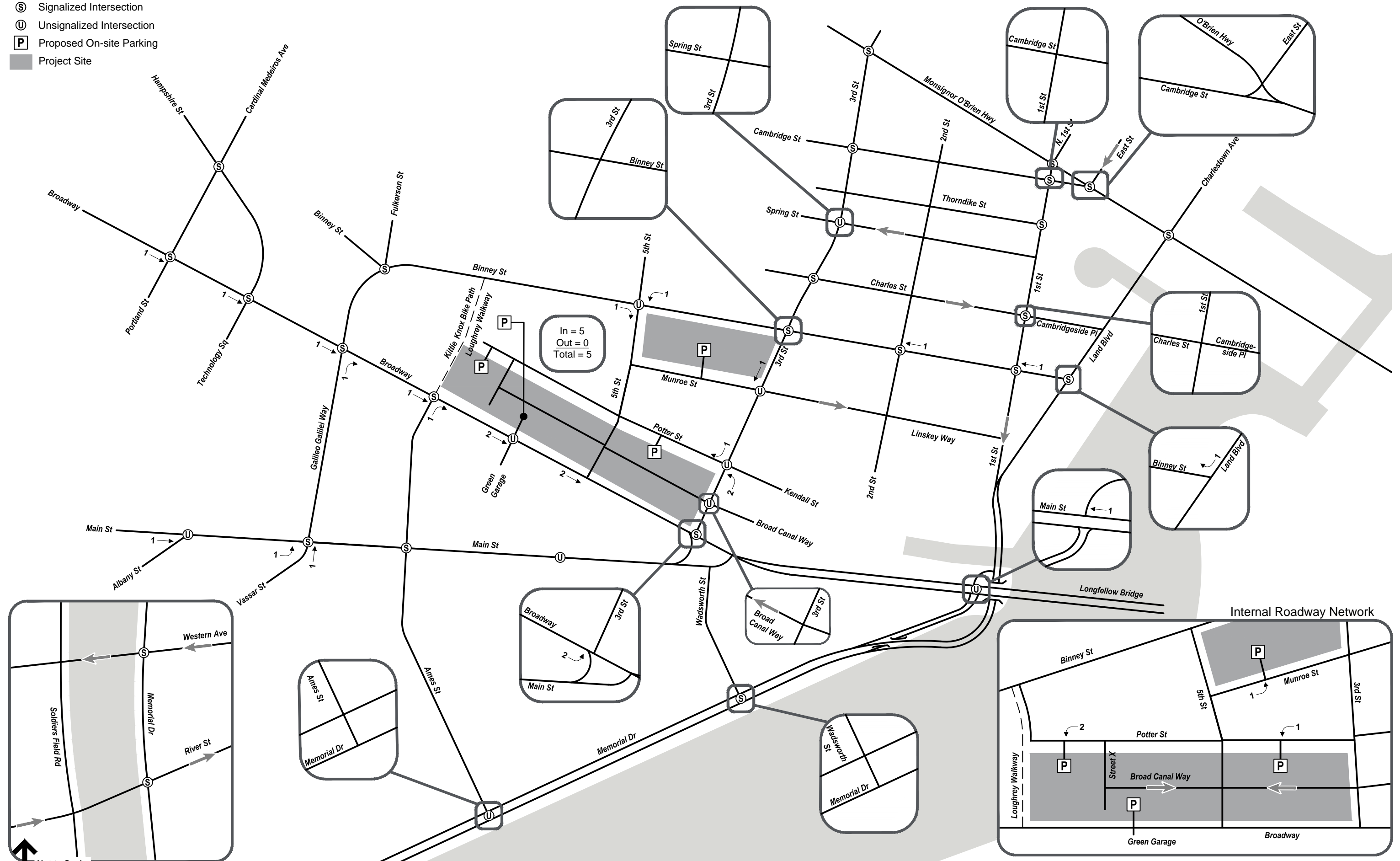
Note:
Project generated trip numbers may be off by 1 trip between intersections due to rounding.

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Figure d.6
Project Generated Trips on Build
Roadway Network
PM Peak Hour Traffic Volumes
Office

- Ⓢ Signalized Intersection
- Ⓤ Unsignalized Intersection
- Ⓟ Proposed On-site Parking
- Project Site



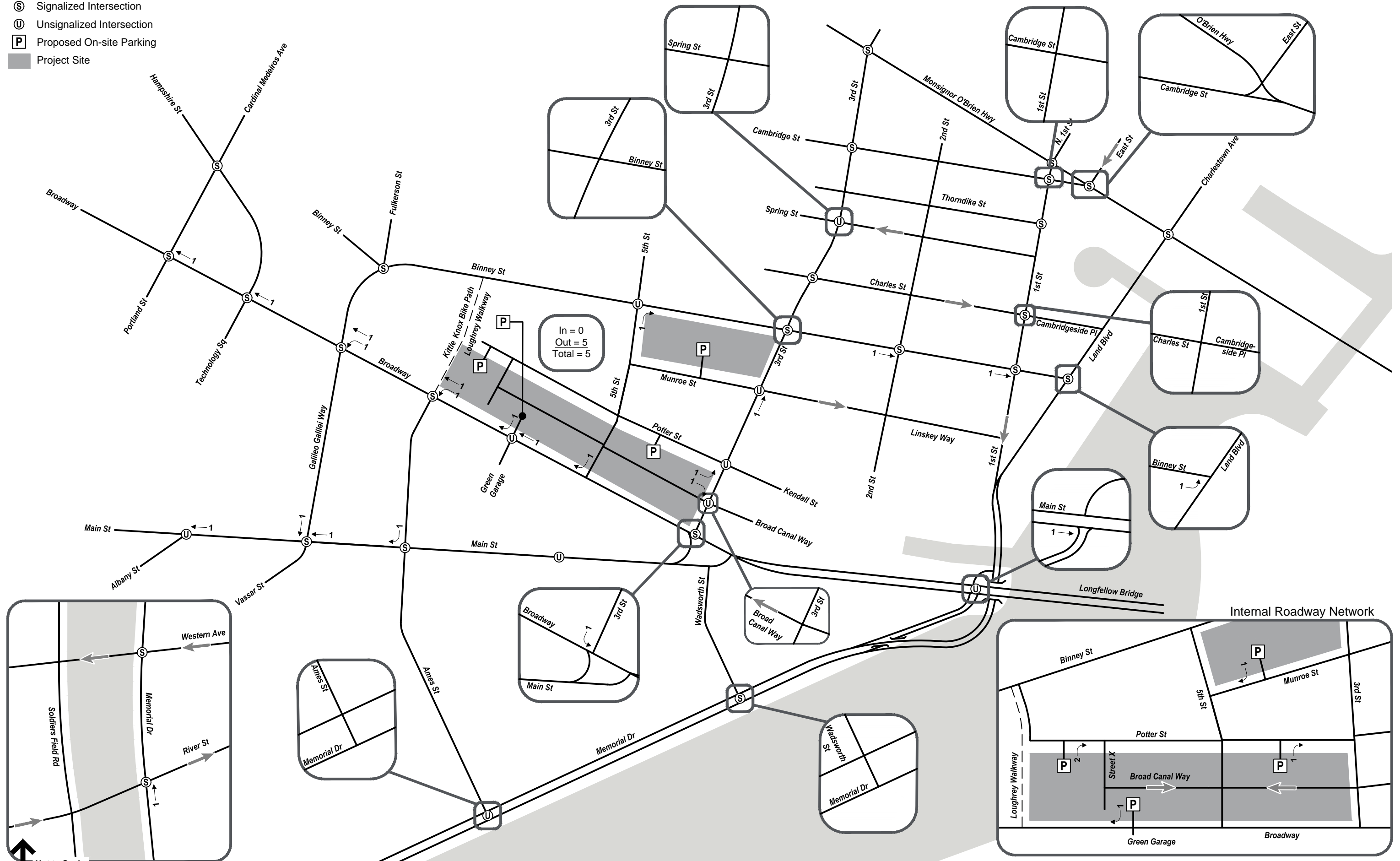
MIT Volpe Exchange Parcel

Note: Project generated trip numbers may be off by 1 trip between intersections due to rounding.

Figure 4.d.7
Project Generated Trips on Build Roadway Network
AM Peak Hour Traffic Volumes
Retail



- Ⓢ Signalized Intersection
- Ⓤ Unsignalized Intersection
- Ⓟ Proposed On-site Parking
- Project Site



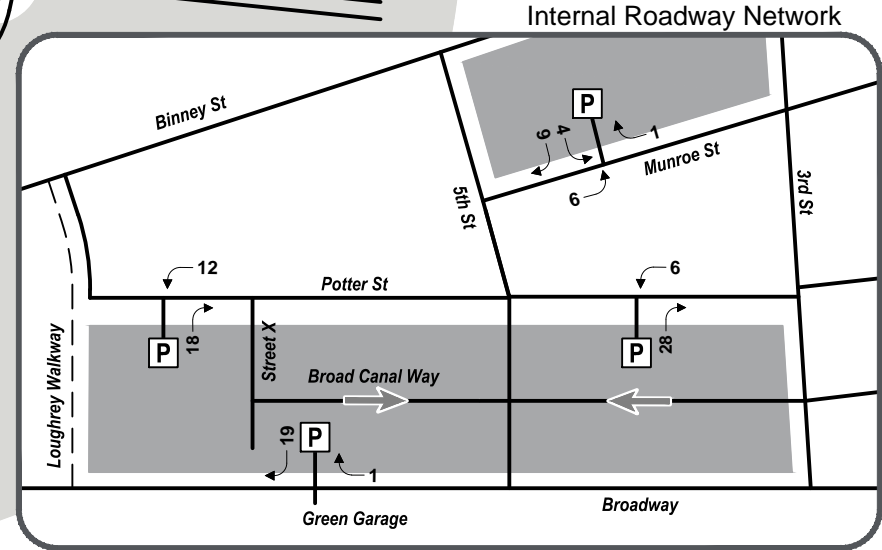
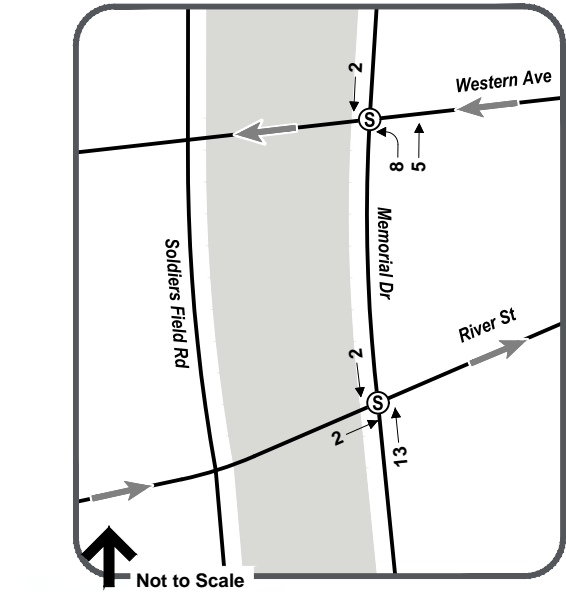
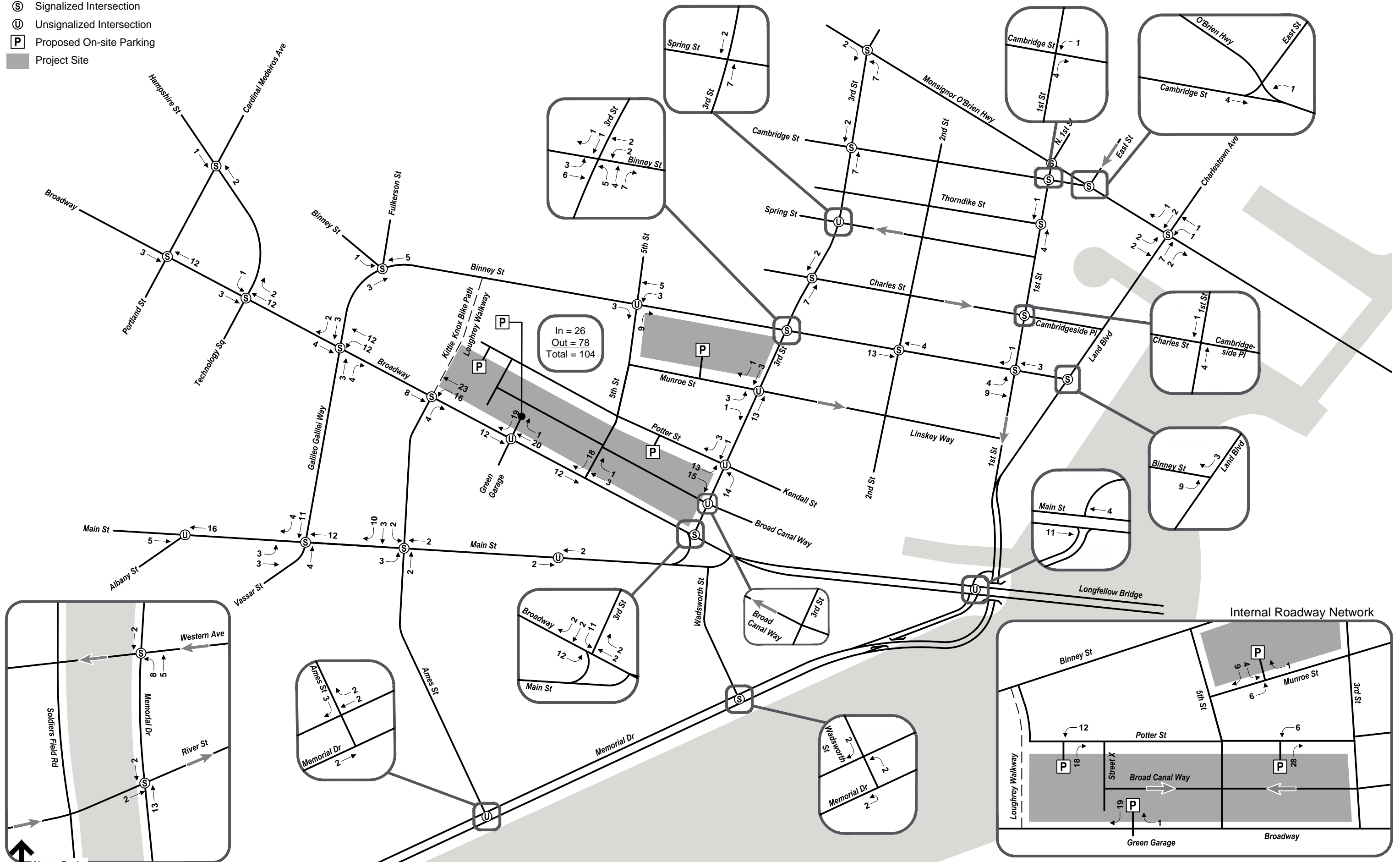
Note:
Project generated trip numbers may be off by 1 trip between intersections due to rounding.

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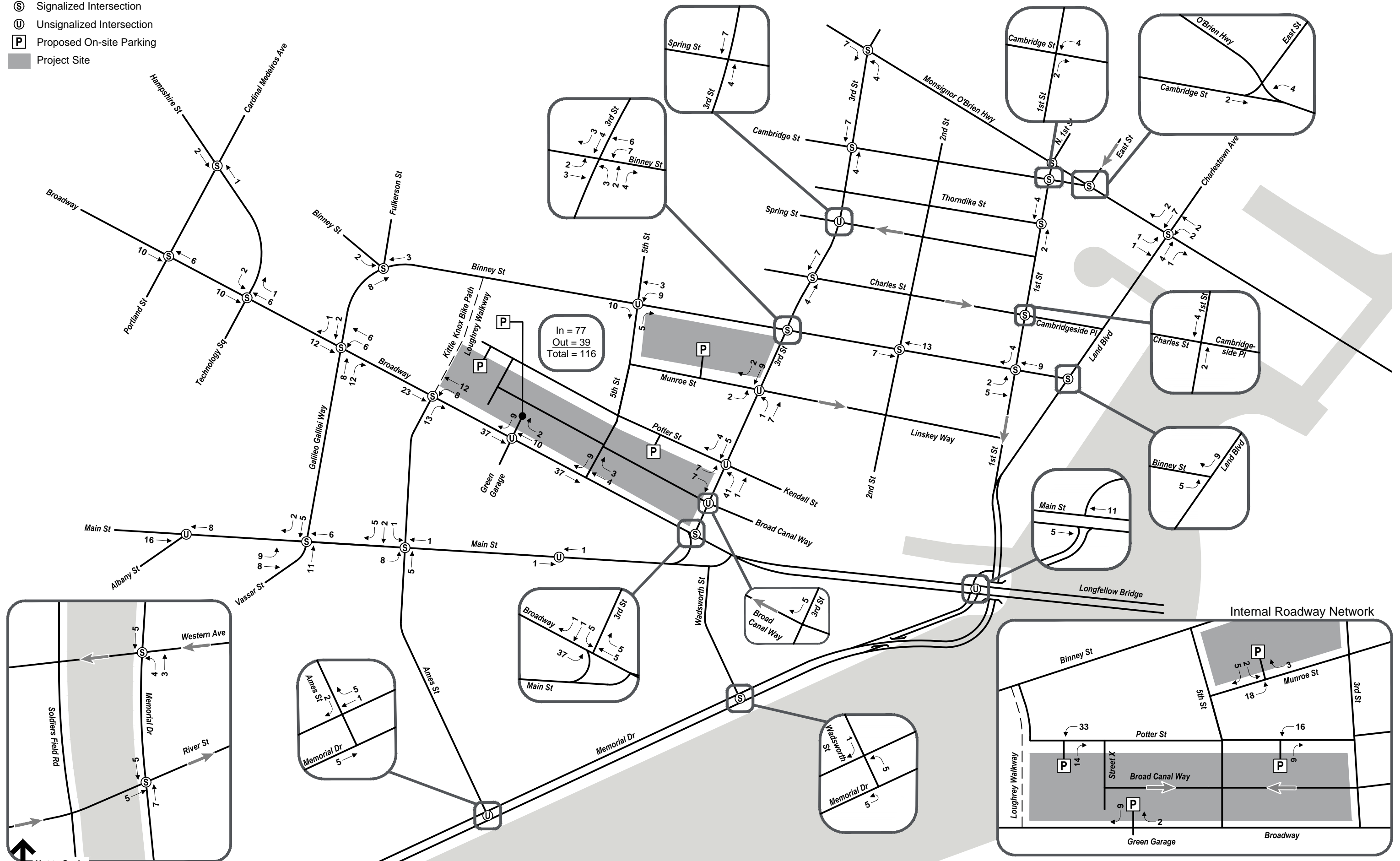


Figure 4.d.8
Project Generated Trips on Build
Roadway Network
PM Peak Hour Traffic Volumes
Retail

- Ⓢ Signalized Intersection
- Ⓤ Unsignalized Intersection
- Ⓟ Proposed On-site Parking
- Project Site



- Ⓢ Signalized Intersection
- Ⓤ Unsignalized Intersection
- Ⓟ Proposed On-site Parking
- Project Site



↑ Not to Scale



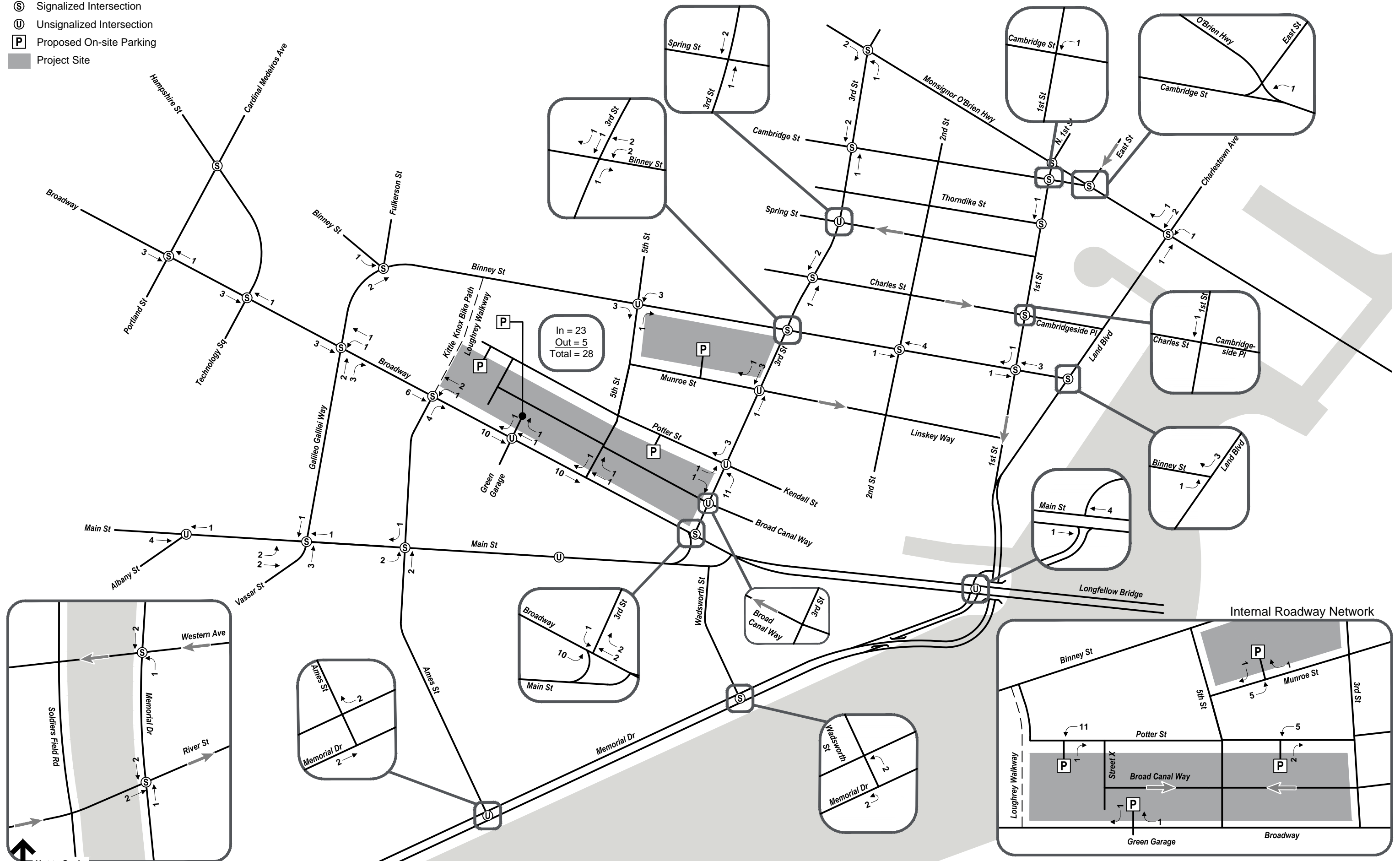
Note:
Project generated trip numbers may be off by 1 trip between intersections due to rounding.

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Figure d.10
Project Generated Trips on Build
Roadway Network
PM Peak Hour Traffic Volumes
Residential

- Ⓢ Signalized Intersection
- Ⓤ Unsignalized Intersection
- Ⓟ Proposed On-site Parking
- Project Site



↑ Not to Scale



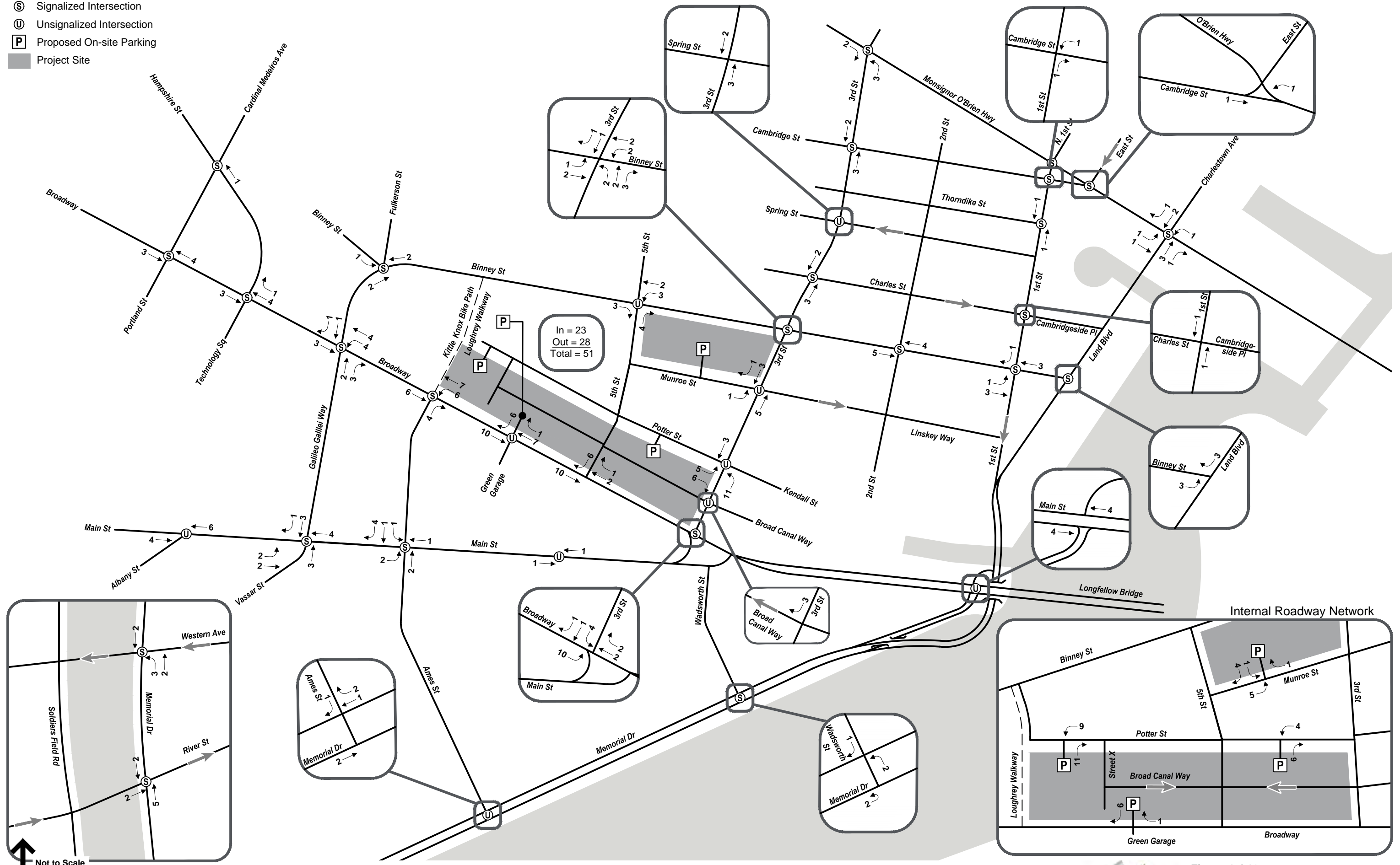
Note:
Project generated trip numbers may be off by 1 trip between intersections due to rounding.

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Figure 4.d.11
Project Generated Trips on Build
Roadway Network
AM Peak Hour Traffic Volumes
Hotel

- Ⓢ Signalized Intersection
- Ⓤ Unsignalized Intersection
- Ⓟ Proposed On-site Parking
- Project Site



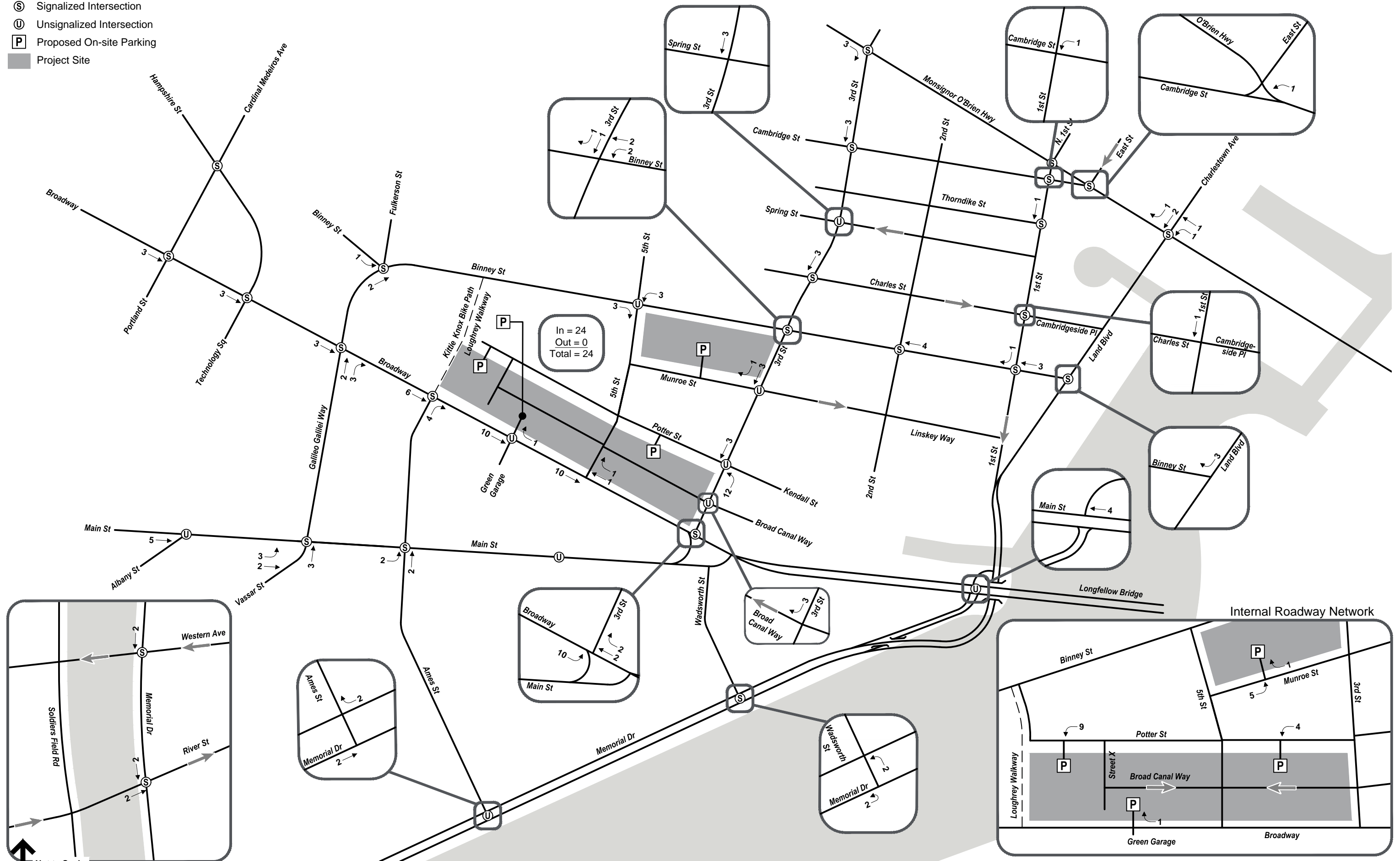
MIT Volpe Exchange Parcel

Note:
Project generated trip numbers may be off by 1 trip between intersections due to rounding.

Figure 4.d.12
Project Generated Trips on Build
Roadway Network
PM Peak Hour Traffic Volumes
Hotel



- Ⓢ Signalized Intersection
- Ⓤ Unsignalized Intersection
- Ⓟ Proposed On-site Parking
- Project Site



↑ Not to Scale



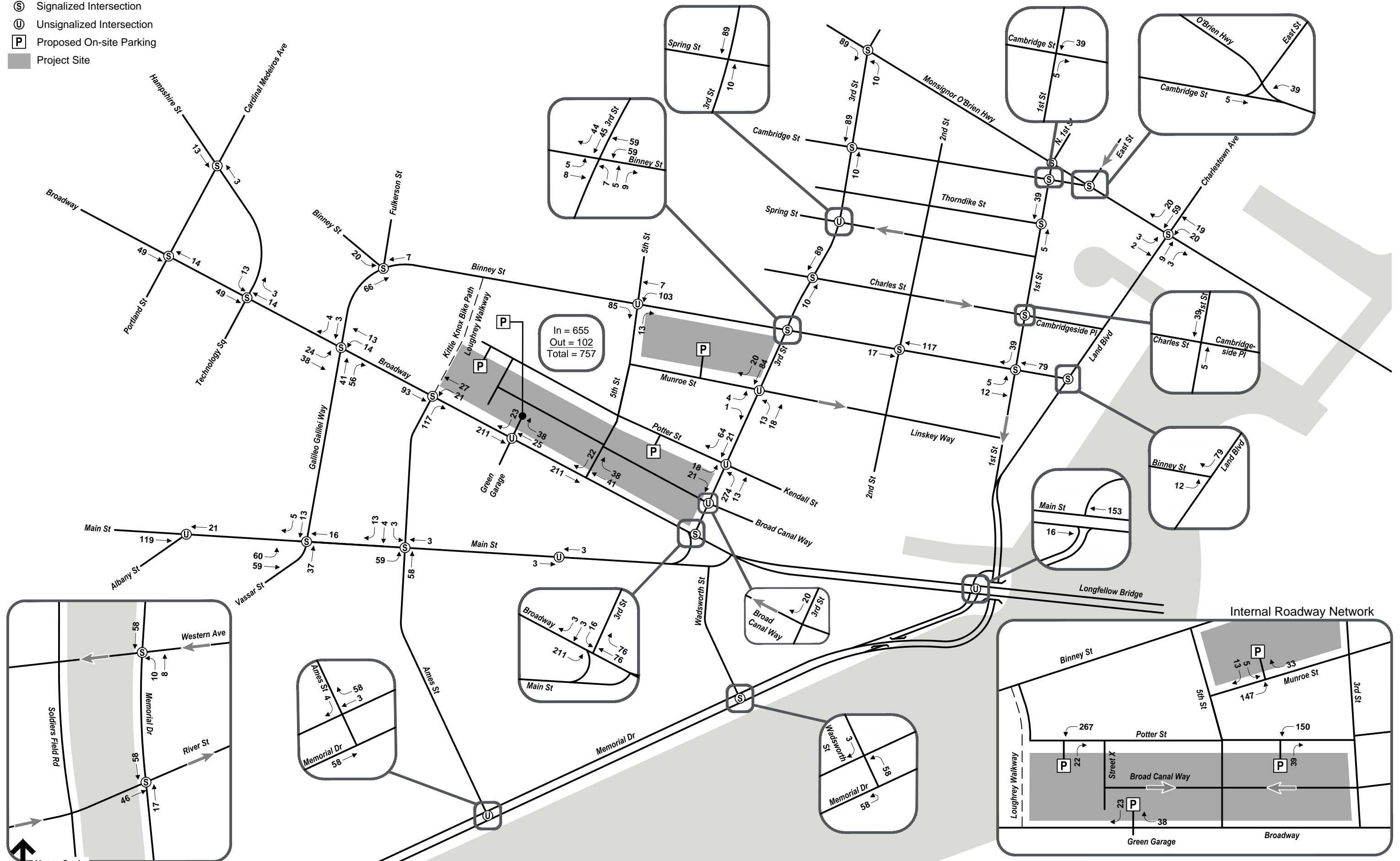
Note:
Project generated trip numbers may be off by 1 trip between intersections due to rounding.

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Figure 4.d.13
Project Generated Trips on Build
Roadway Network
PM Peak Hour Traffic Volumes
Entertainment Space

- Ⓢ Signalized Intersection
- Ⓤ Unsignalized Intersection
- Ⓟ Proposed On-site Parking
- Project Site



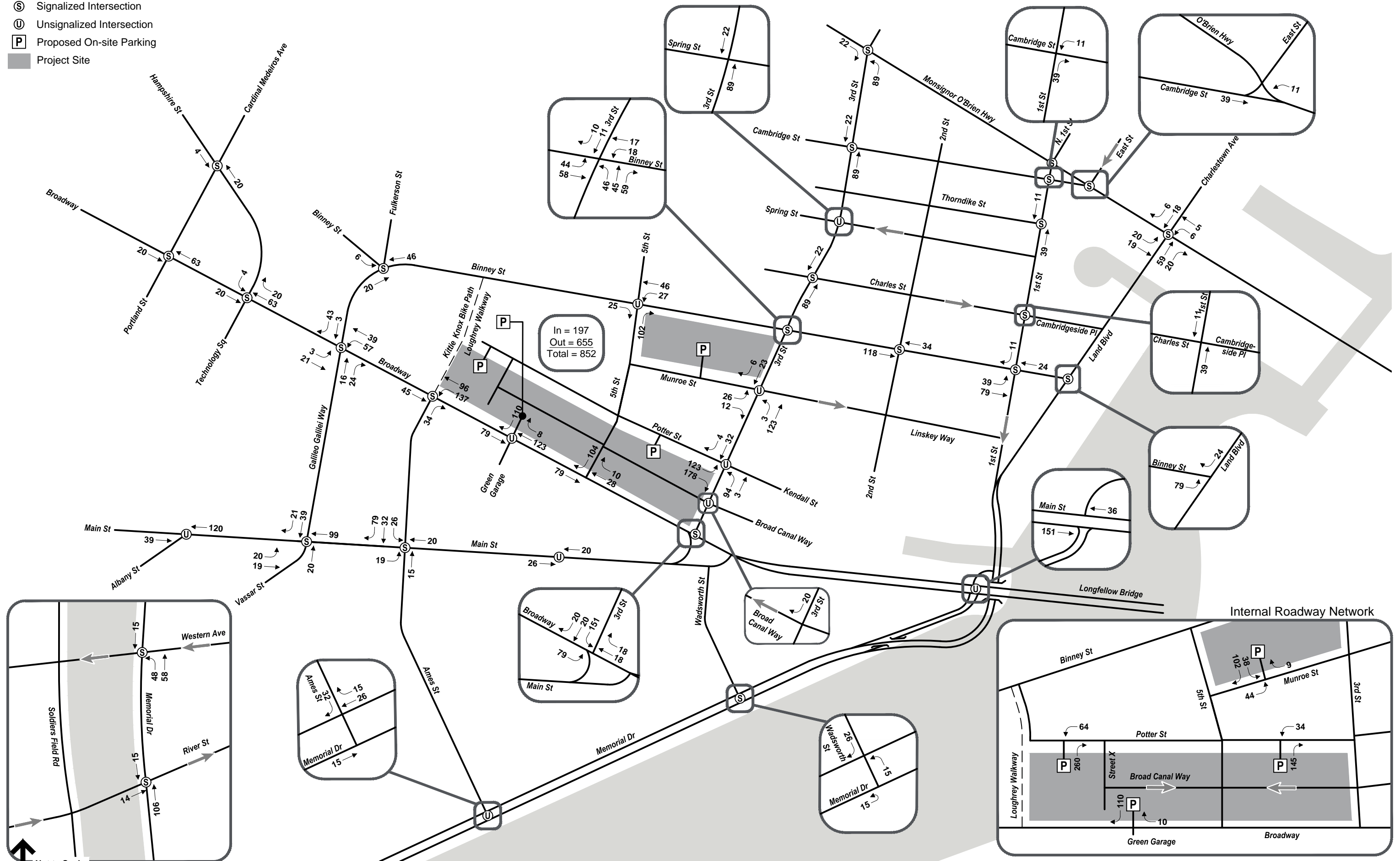
Note:
Project generated trip numbers may be off by 1 trip between intersections due to rounding.

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Figure 4.d.14
 Project Generated Trips on Build
 Roadway Network
 AM Peak Hour Traffic Volumes
 Total

- Ⓢ Signalized Intersection
- Ⓤ Unsignalized Intersection
- Ⓟ Proposed On-site Parking
- Project Site



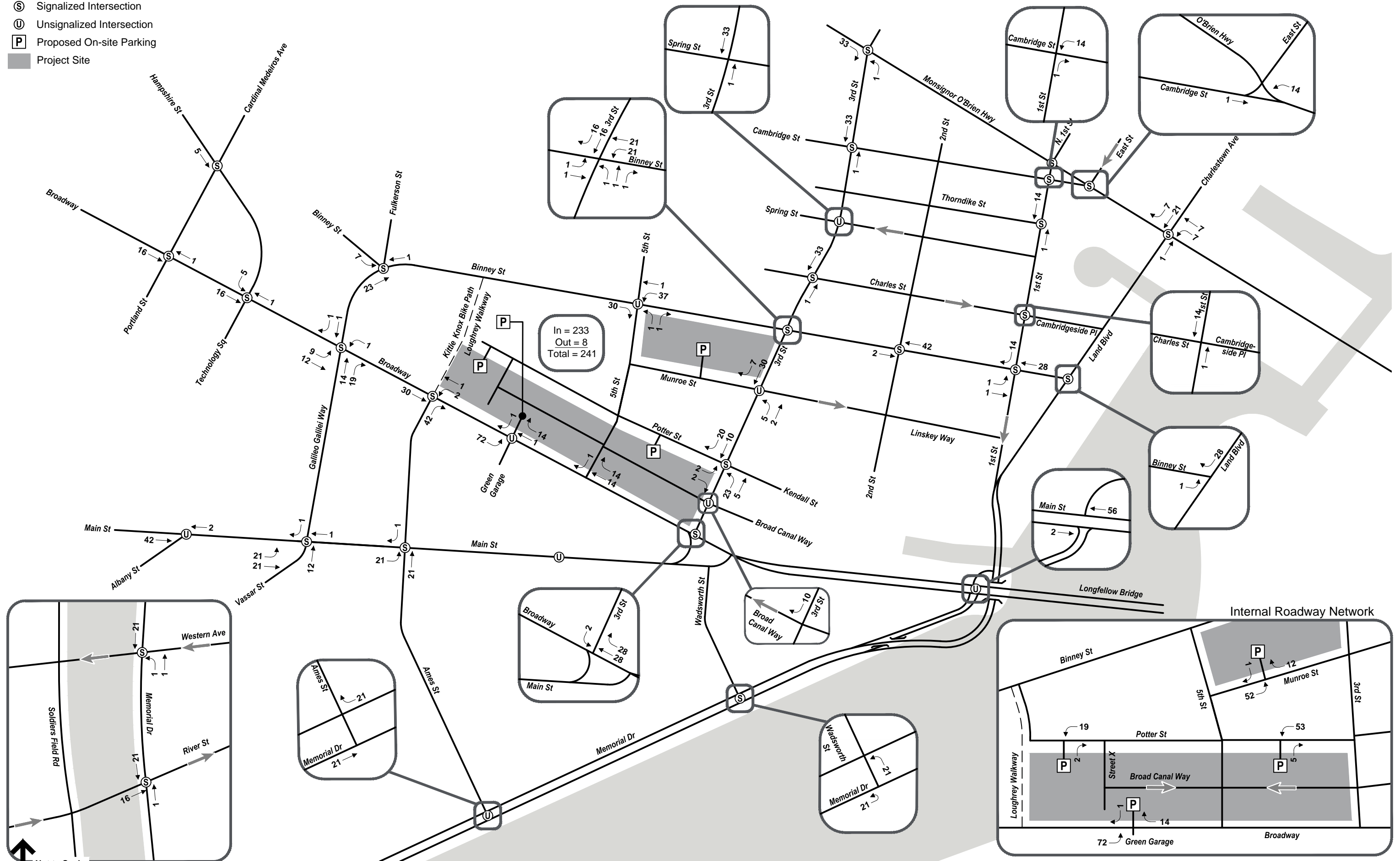
Note:
Project generated trip numbers may be off by 1 trip between intersections due to rounding.

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Figure d.15
Project Generated Trips on Build
Roadway Network
PM Peak Hour Traffic Volumes
Total

- Ⓢ Signalized Intersection
- Ⓤ Unsignalized Intersection
- Ⓟ Proposed On-site Parking
- Project Site



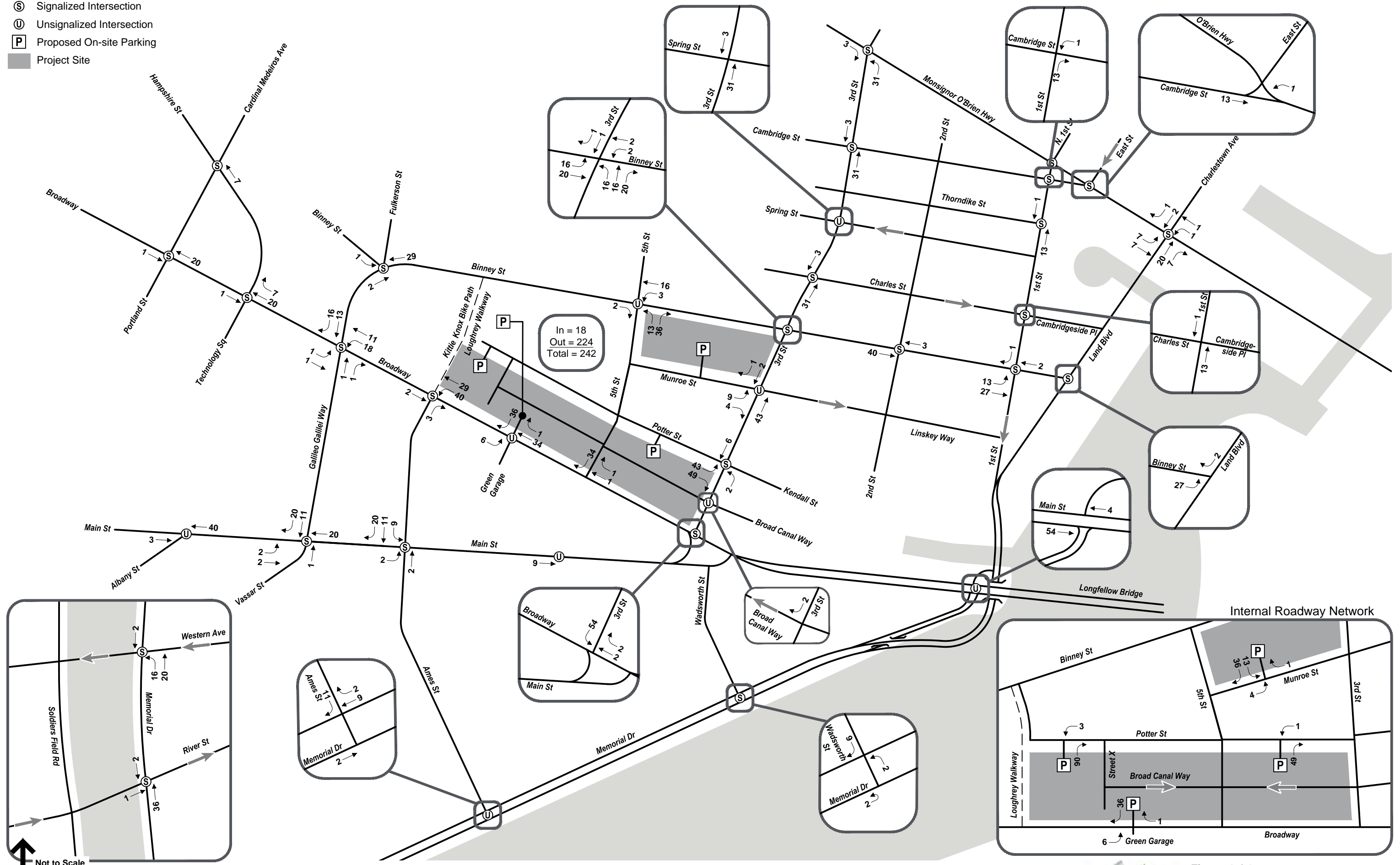
Note:
Project generated trip numbers may be off by 1 trip between intersections due to rounding.

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Figure 4.d.16
Project Generated Trips on Build
Mitigated Roadway Network
AM Peak Hour Traffic Volumes
R&D

- Ⓢ Signalized Intersection
- Ⓤ Unsignalized Intersection
- Ⓟ Proposed On-site Parking
- Project Site



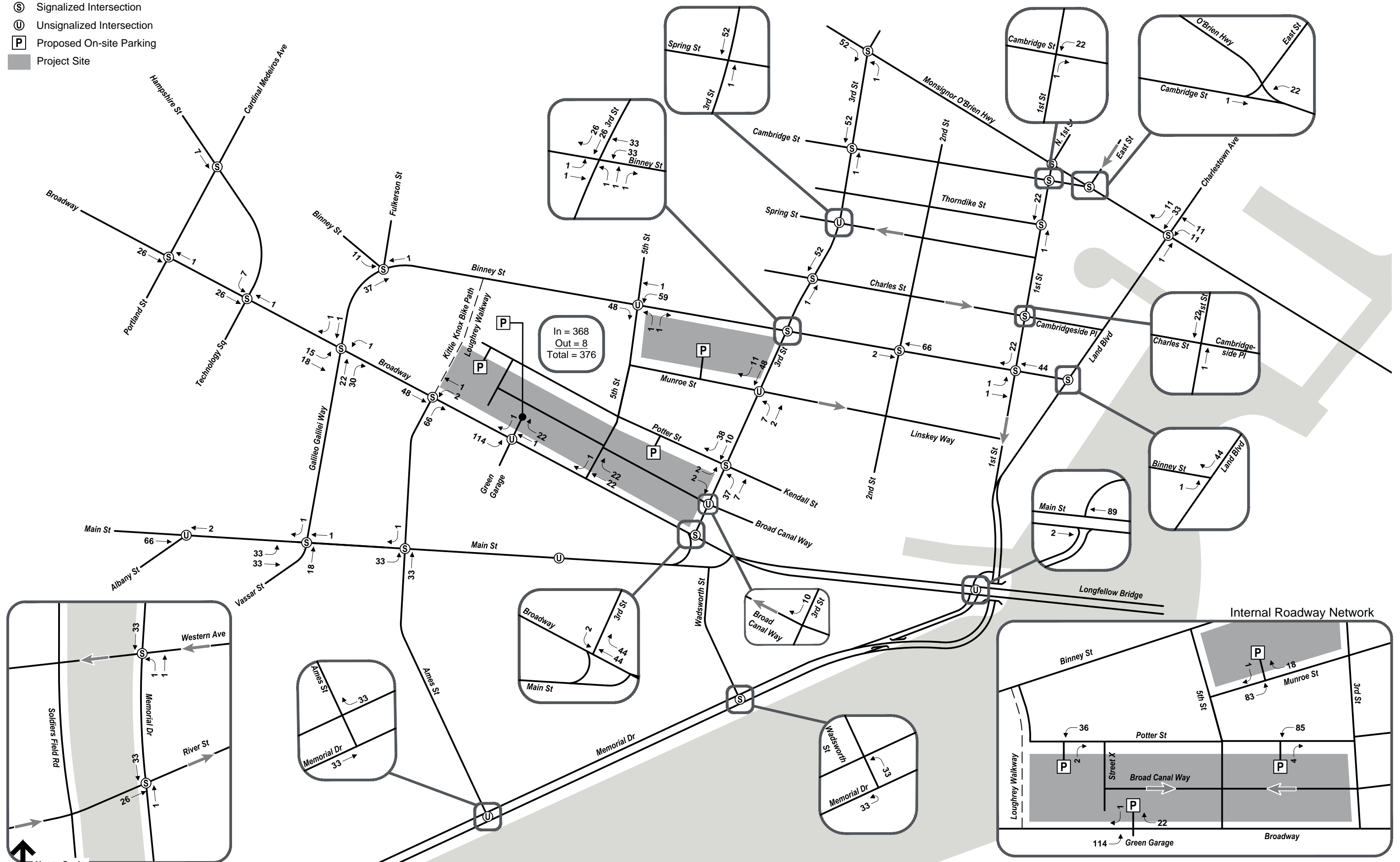
Note:
Project generated trip numbers may be off by 1 trip between intersections due to rounding.

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Figure 4.d.17
Project Generated Trips on Build Mitigated Roadway Network
PM Peak Hour Traffic Volumes
R&D

- Ⓢ Signalized Intersection
- Ⓤ Unsignalized Intersection
- Ⓟ Proposed On-site Parking
- Project Site



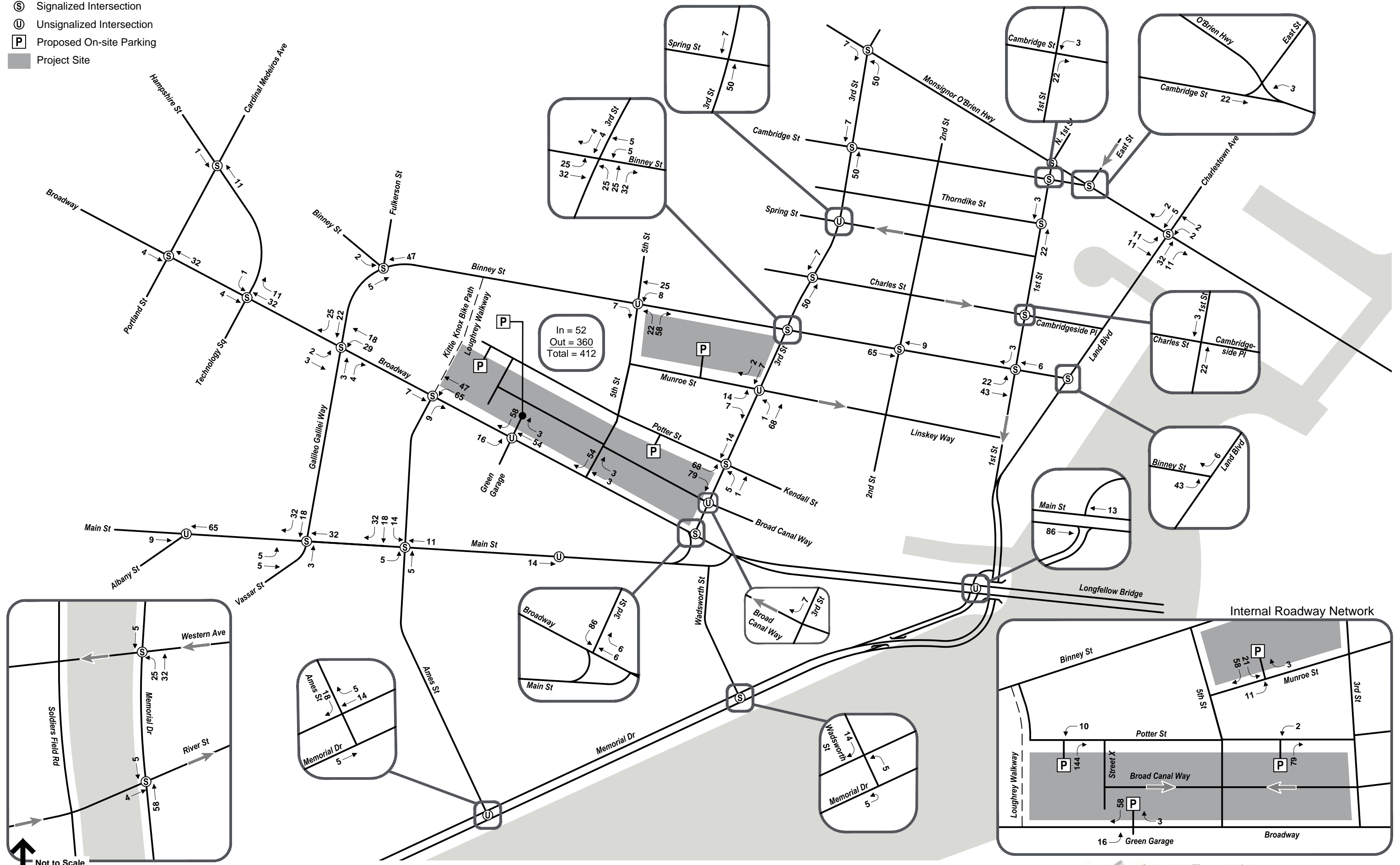
Note:
Project generated trip numbers may be off by 1 trip between intersections due to rounding.

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Figure 4.d.18
Project Generated Trips on Build
Mitigated Roadway Network
AM Peak Hour Traffic Volumes
Office

- Ⓢ Signalized Intersection
- Ⓤ Unsignalized Intersection
- Ⓟ Proposed On-site Parking
- Project Site



↑ Not to Scale



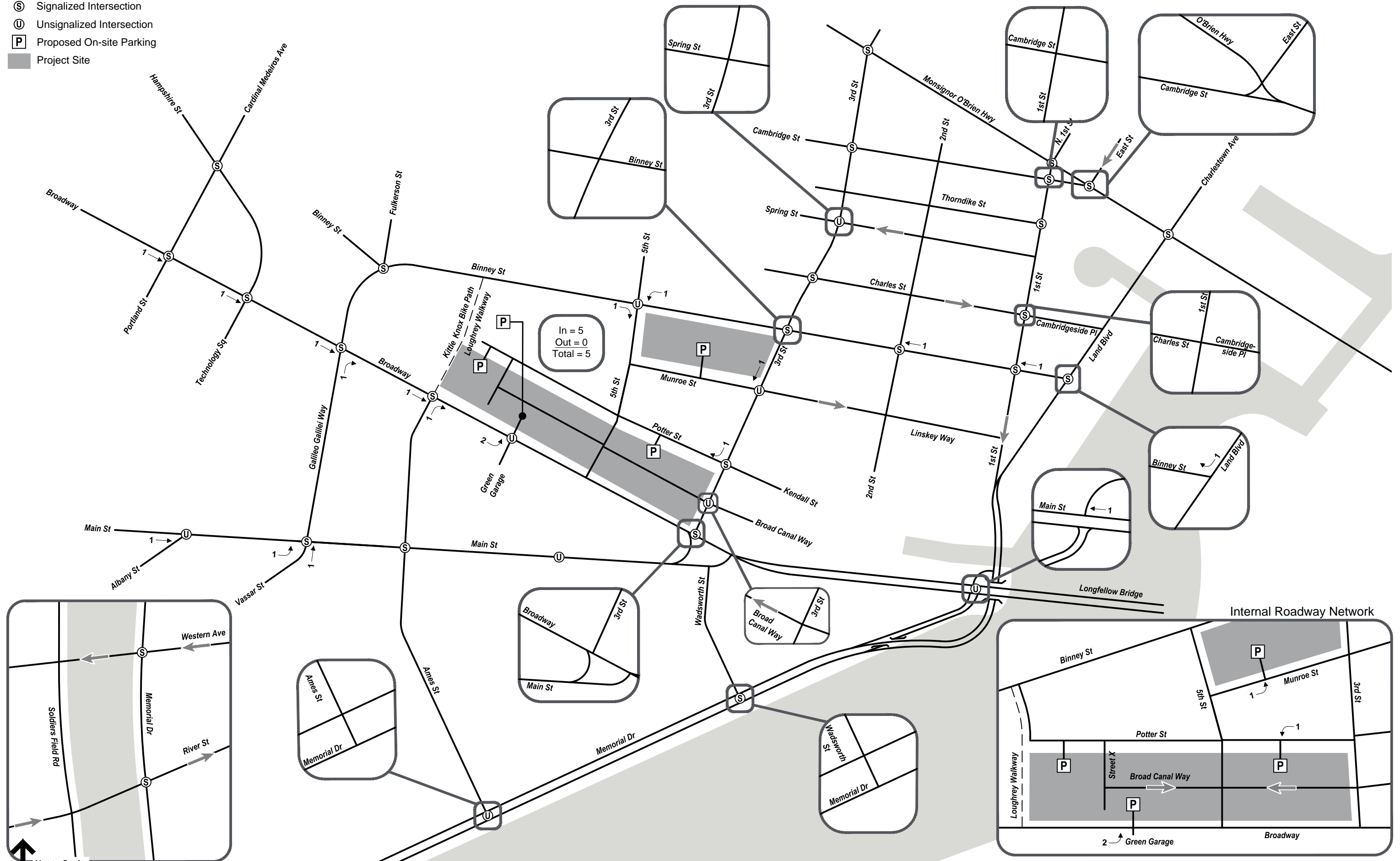
Note:
Project generated trip numbers may be off by 1 trip between intersections due to rounding.

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Figure 4.d.19
Project Generated Trips on Build Mitigated Roadway Network
PM Peak Hour Traffic Volumes
Office

- Ⓢ Signalized Intersection
- Ⓤ Unsignalized Intersection
- Ⓟ Proposed On-site Parking
- Project Site



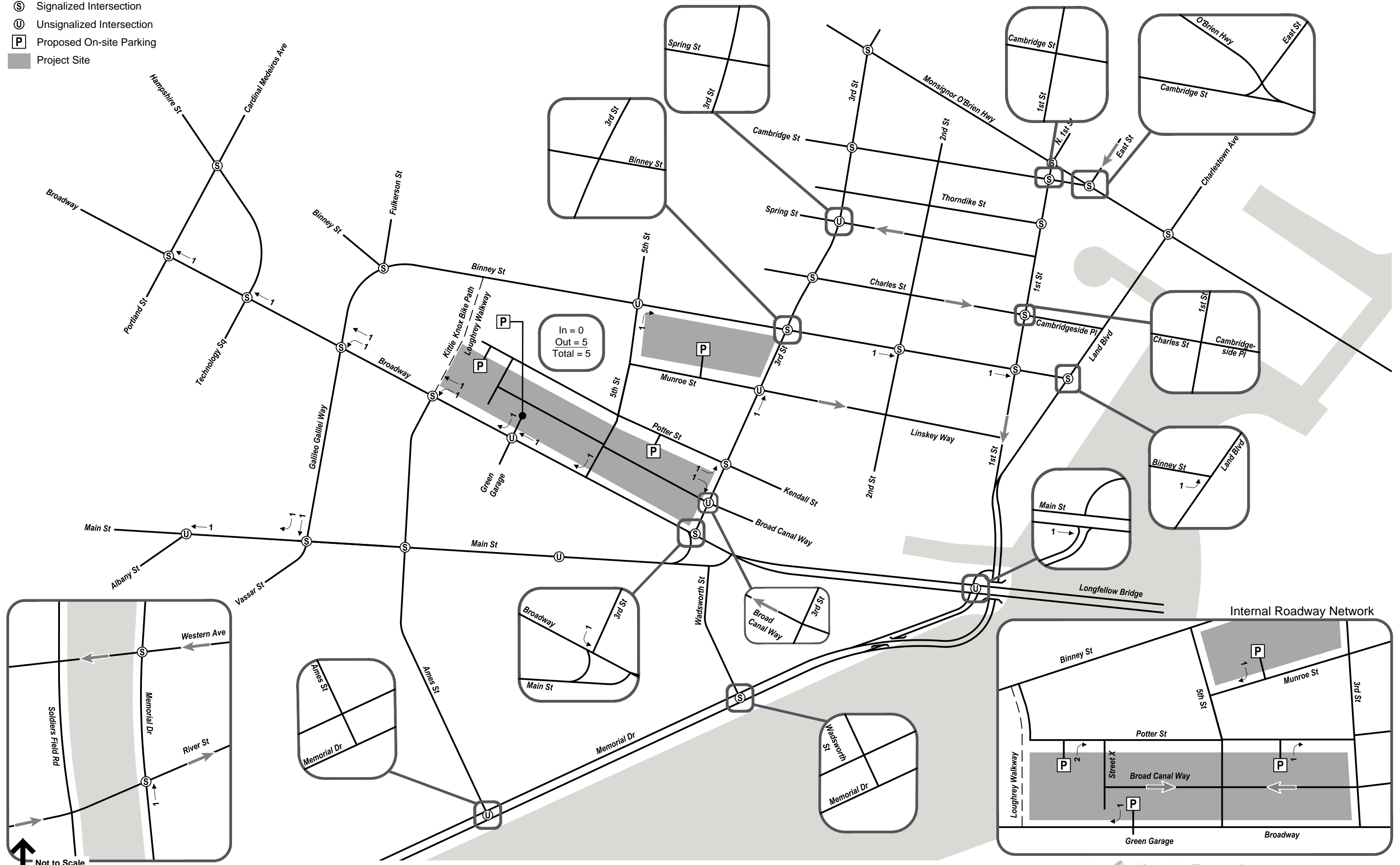
Note:
Project generated trip numbers may be off by 1 trip between intersections due to rounding.

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Figure 4.d.20
Project Generated Trips on Build Mitigated Roadway Network
AM Peak Hour Traffic Volumes
Retail

- Ⓢ Signalized Intersection
- Ⓤ Unsignalized Intersection
- Ⓟ Proposed On-site Parking
- Project Site



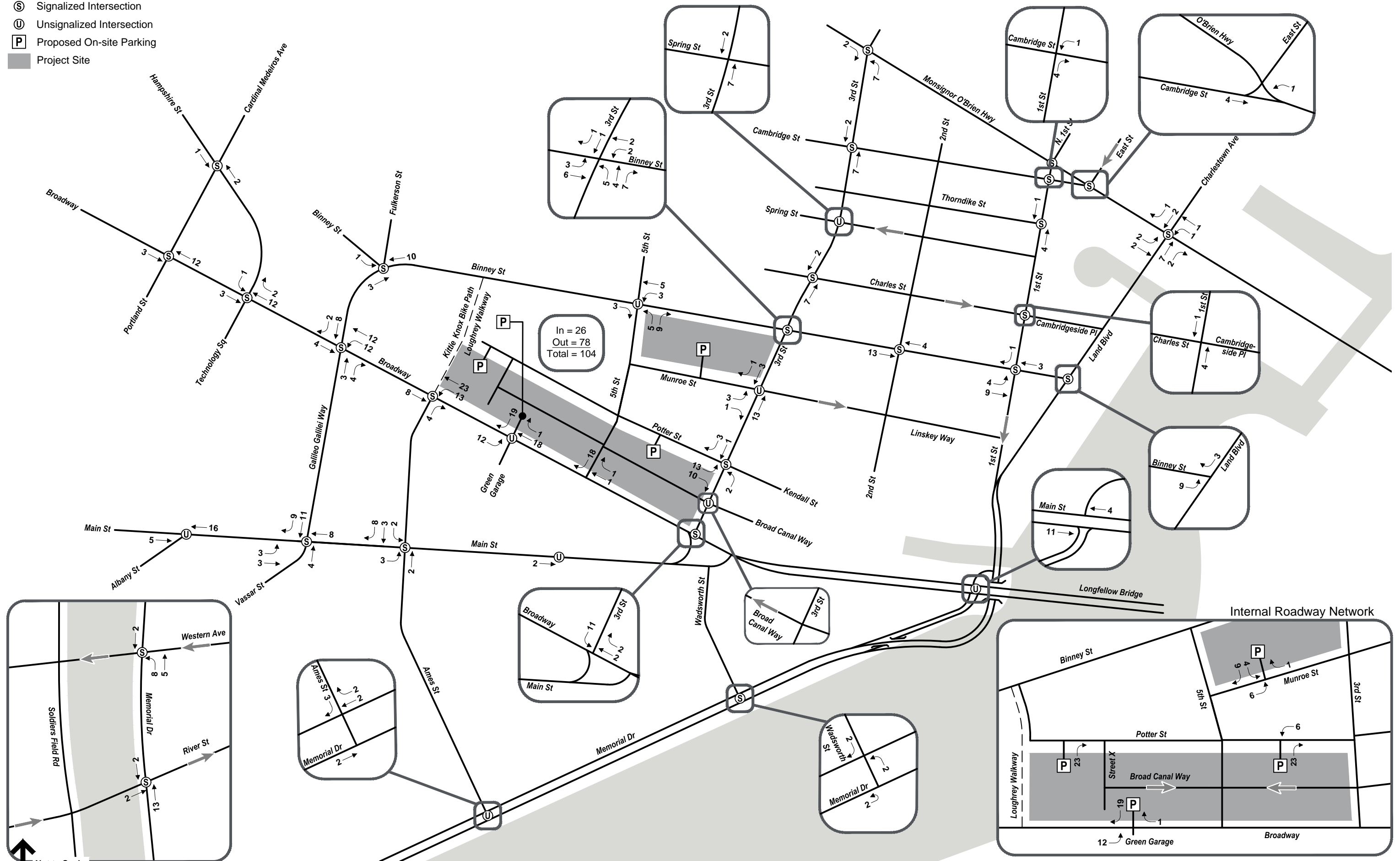
Note:
Project generated trip numbers may be off by 1 trip between intersections due to rounding.

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Figure 4.d.21
Project Generated Trips on Build
Mitigated Roadway Network
PM Peak Hour Traffic Volumes
Retail

- Ⓢ Signalized Intersection
- Ⓤ Unsignalized Intersection
- Ⓟ Proposed On-site Parking
- Project Site



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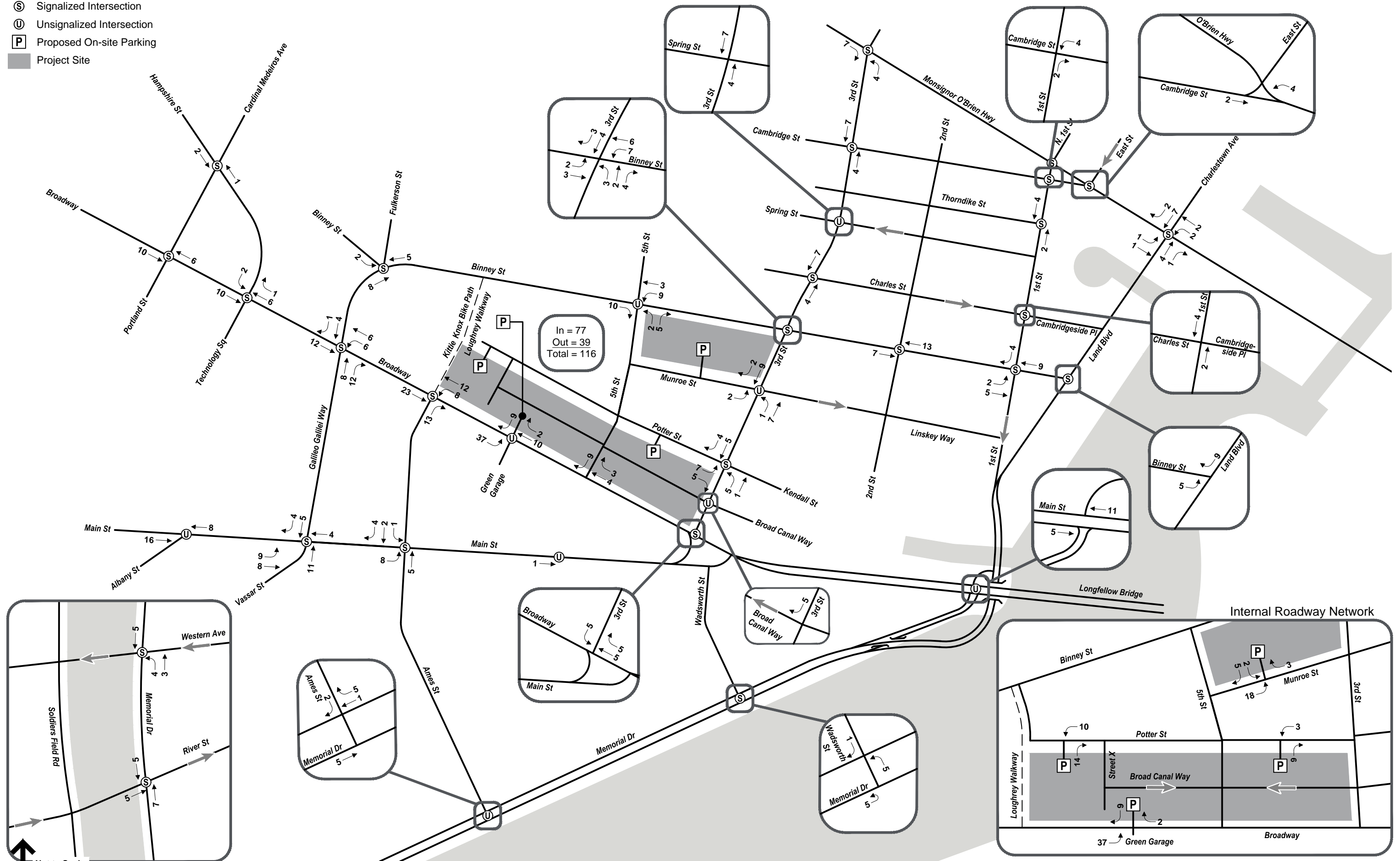
Note:
Project generated trip numbers may be off by 1 trip between intersections due to rounding.



Figure 4.d.22
Project Generated Trips on Build
Mitigated Roadway Network
AM Peak Hour Traffic Volumes
Residential



- Ⓢ Signalized Intersection
- Ⓤ Unsignalized Intersection
- Ⓟ Proposed On-site Parking
- Project Site



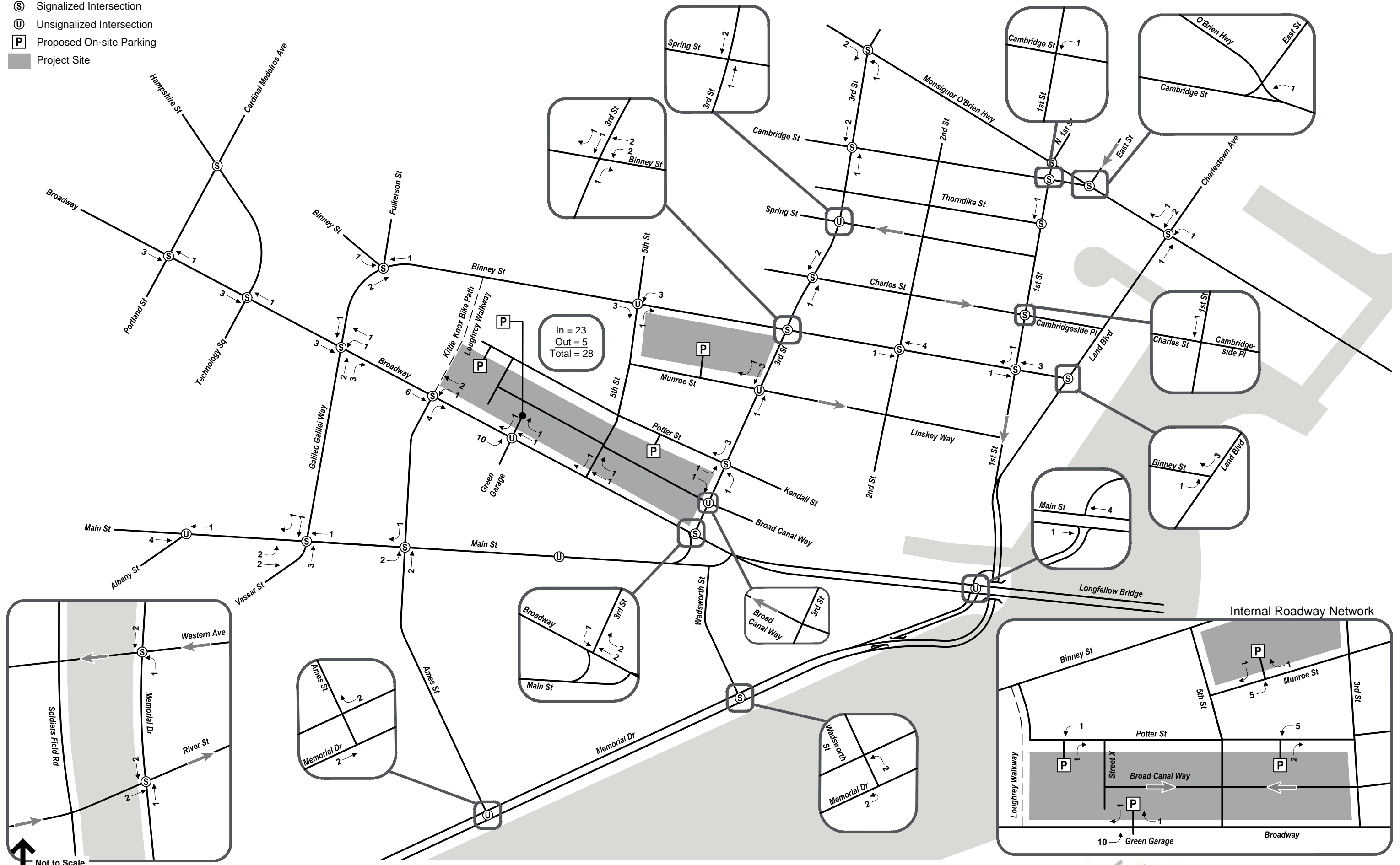
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Note:
Project generated trip numbers may be off by 1 trip between intersections due to rounding.

Figure 4.d.23
Project Generated Trips on Build Mitigated Roadway Network PM Peak Hour Traffic Volumes Residential



- Ⓢ Signalized Intersection
- Ⓤ Unsignalized Intersection
- Ⓟ Proposed On-site Parking
- Project Site



↑ Not to Scale



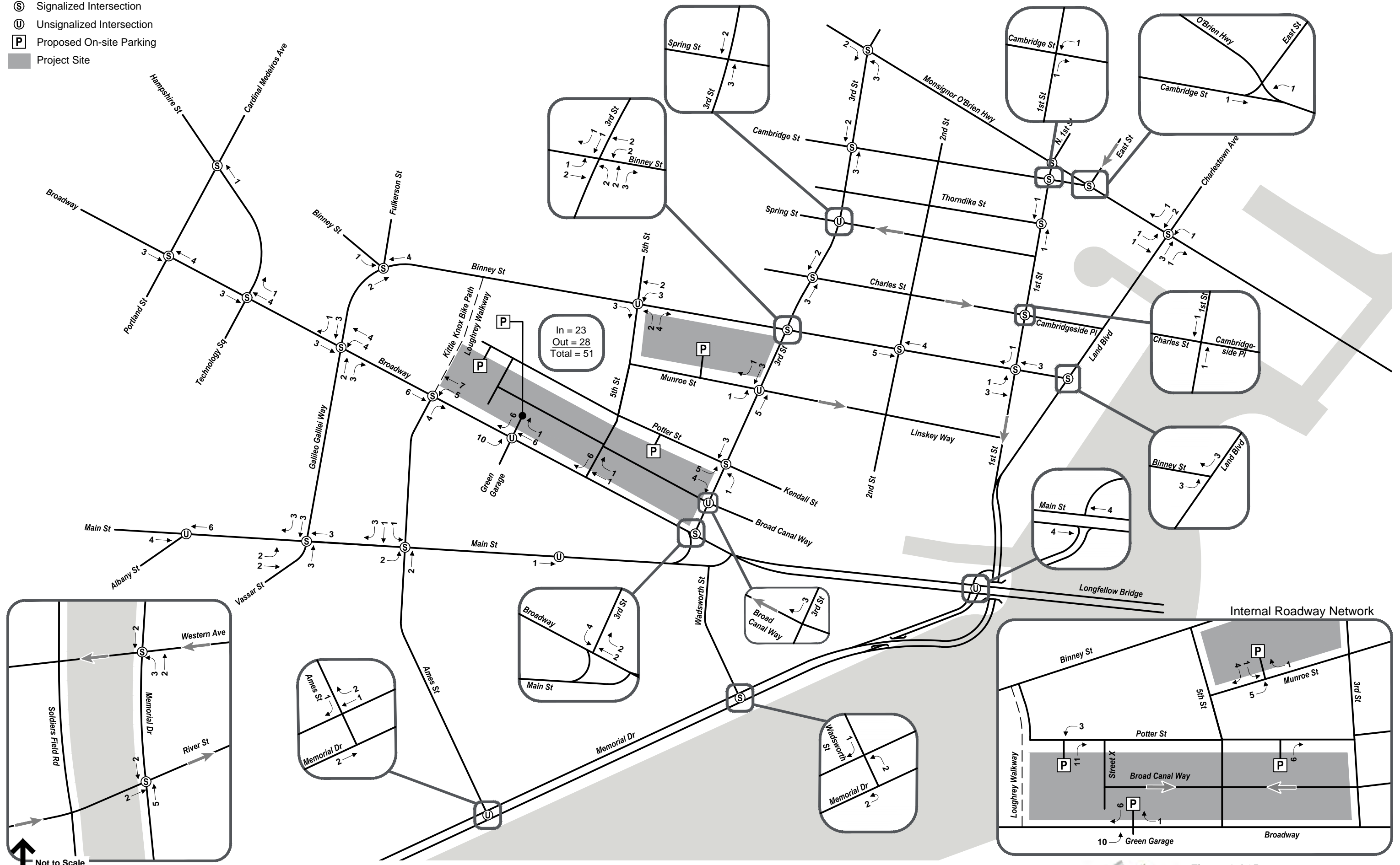
Note:
Project generated trip numbers may be off by 1 trip between intersections due to rounding.

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Figure d.24
Project Generated Trips on Build Mitigated Roadway Network AM Peak Hour Traffic Volumes Hotel

- Ⓢ Signalized Intersection
- Ⓤ Unsignalized Intersection
- Ⓟ Proposed On-site Parking
- Project Site



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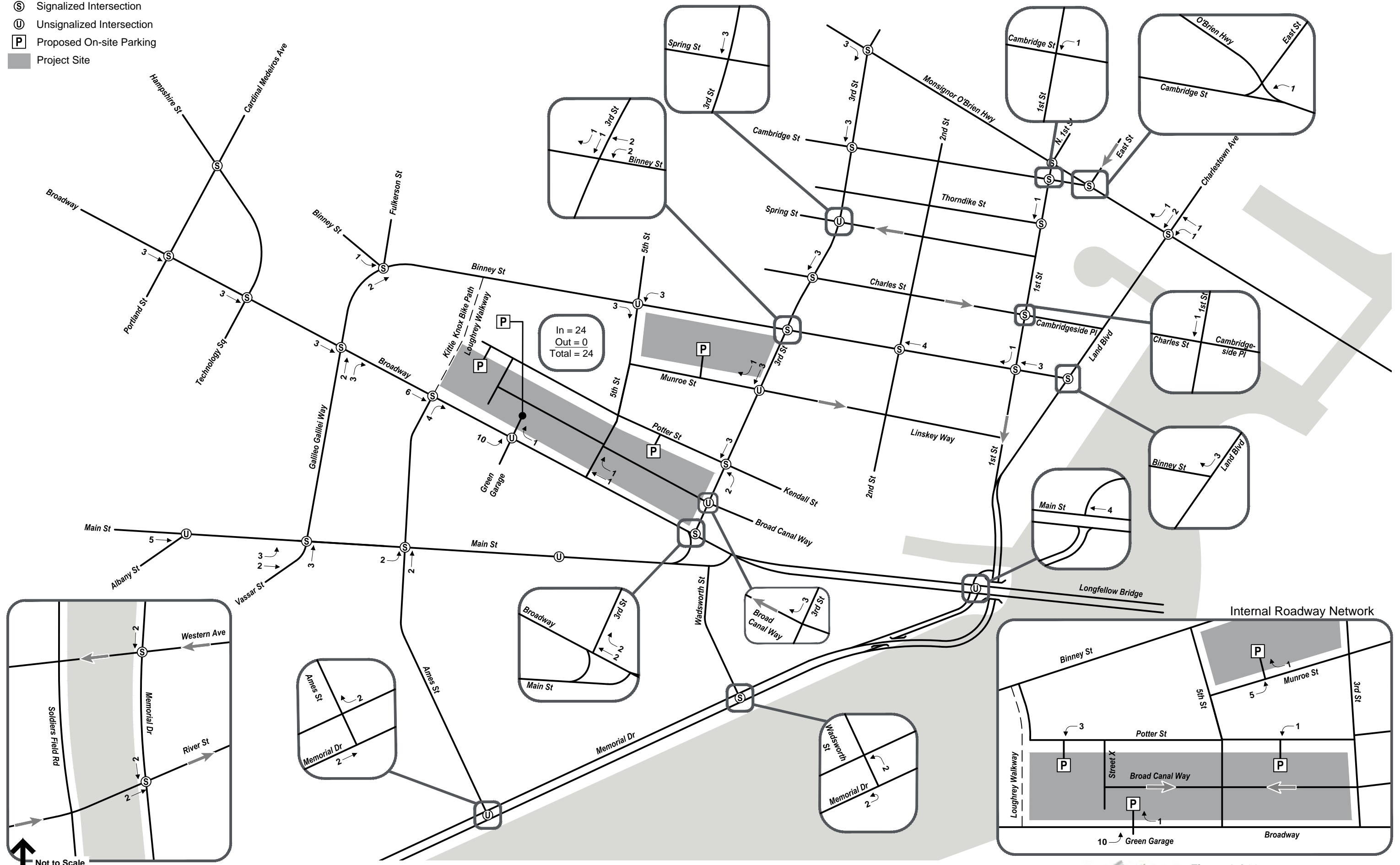
Note:
Project generated trip numbers may be off by 1 trip between intersections due to rounding.



Figure d.25
Project Generated Trips on Build
Mitigated Roadway Network
PM Peak Hour Traffic Volumes
Hotel



- Ⓢ Signalized Intersection
- Ⓤ Unsignalized Intersection
- Ⓟ Proposed On-site Parking
- Project Site



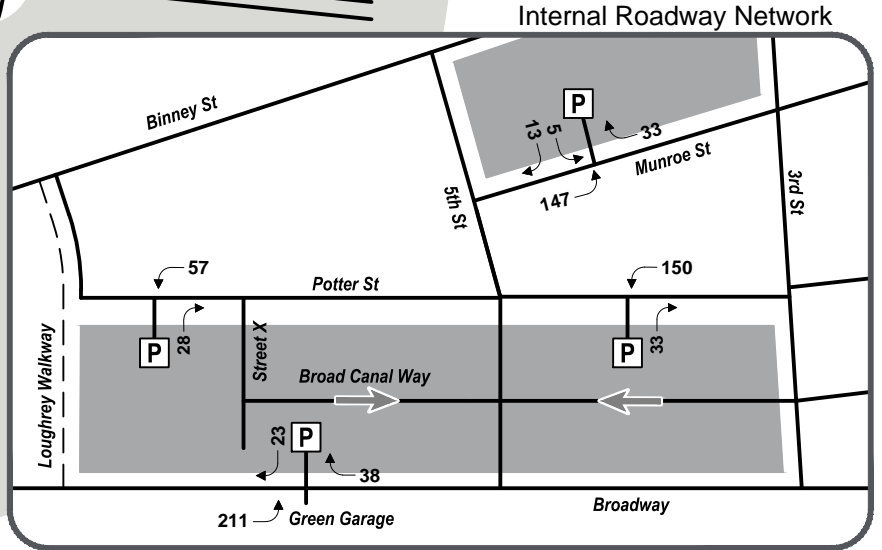
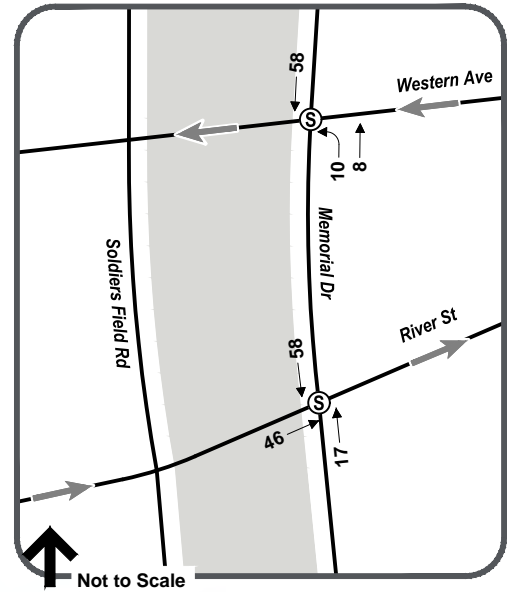
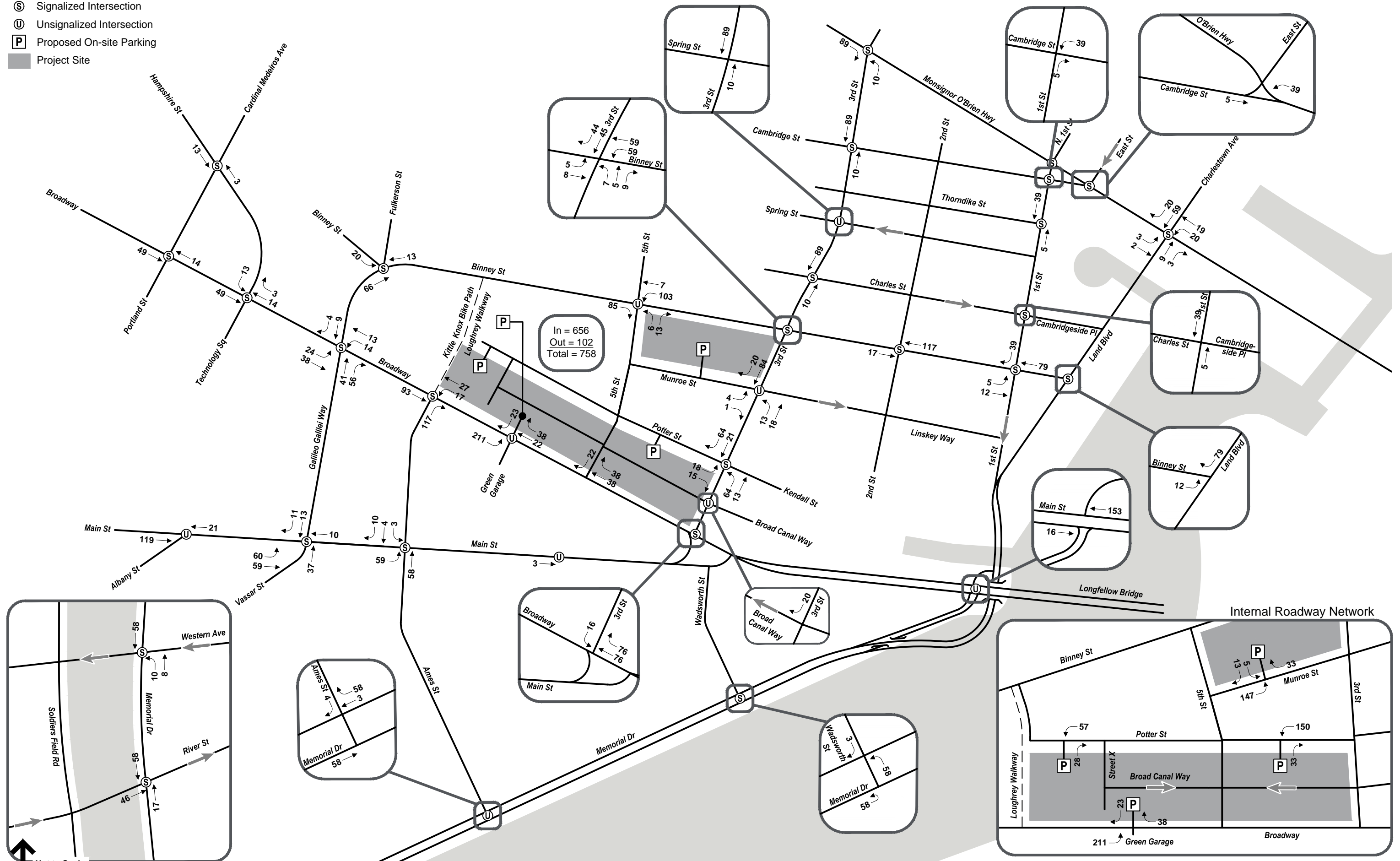
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Note:
Project generated trip numbers may be off by 1 trip between intersections due to rounding.

Figure d.26
Project Generated Trips on Build Mitigated Roadway Network PM Peak Hour Traffic Volumes Entertainment Space



- Ⓢ Signalized Intersection
- Ⓤ Unsignalized Intersection
- Ⓟ Proposed On-site Parking
- Project Site



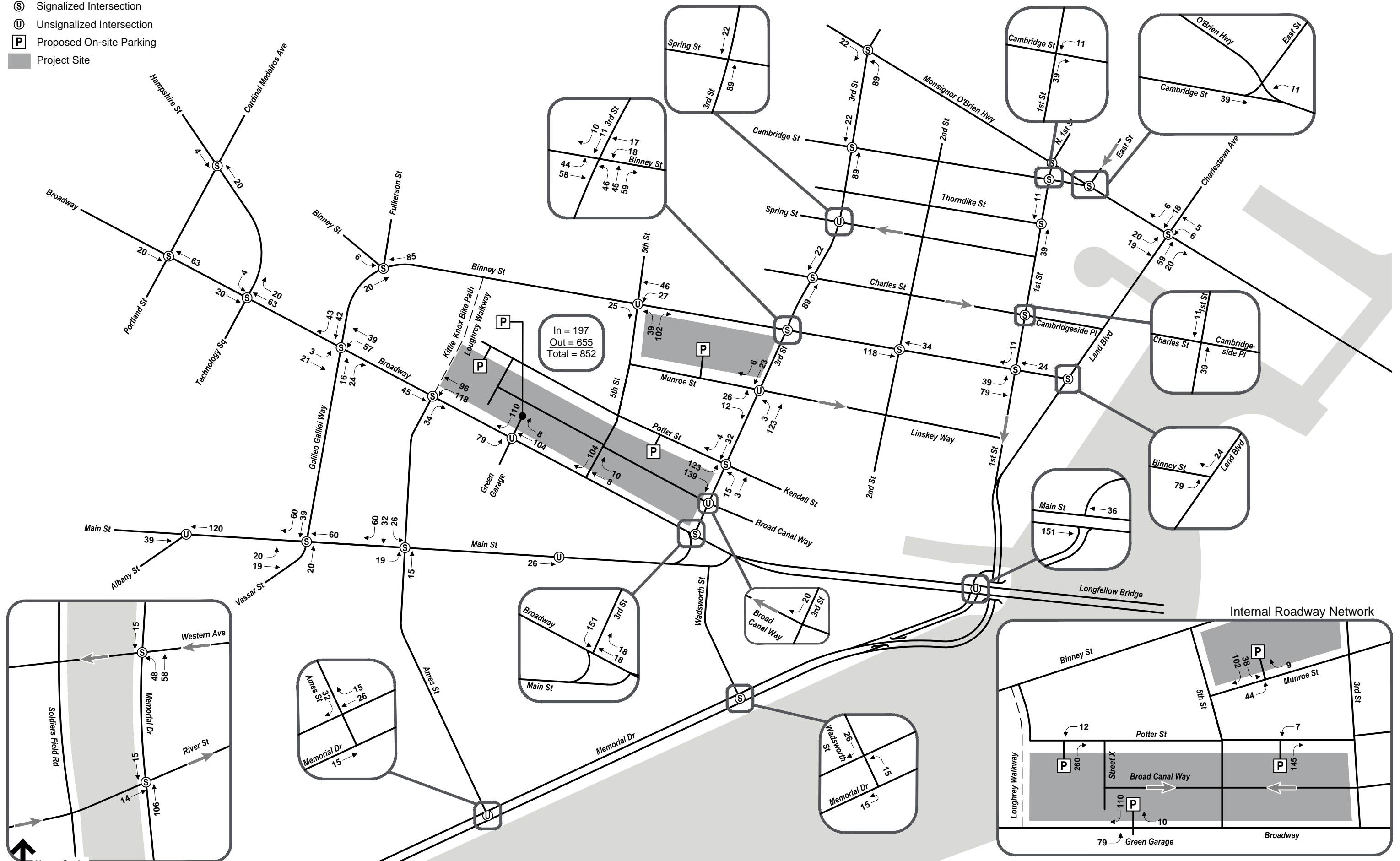
Note:
Project generated trip numbers may be off by 1 trip between intersections due to rounding.

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Figure d.27
Project Generated Trips on Build Mitigated Roadway Network
AM Peak Hour Traffic Volumes
Total

- Ⓢ Signalized Intersection
- Ⓤ Unsignalized Intersection
- Ⓟ Proposed On-site Parking
- Project Site



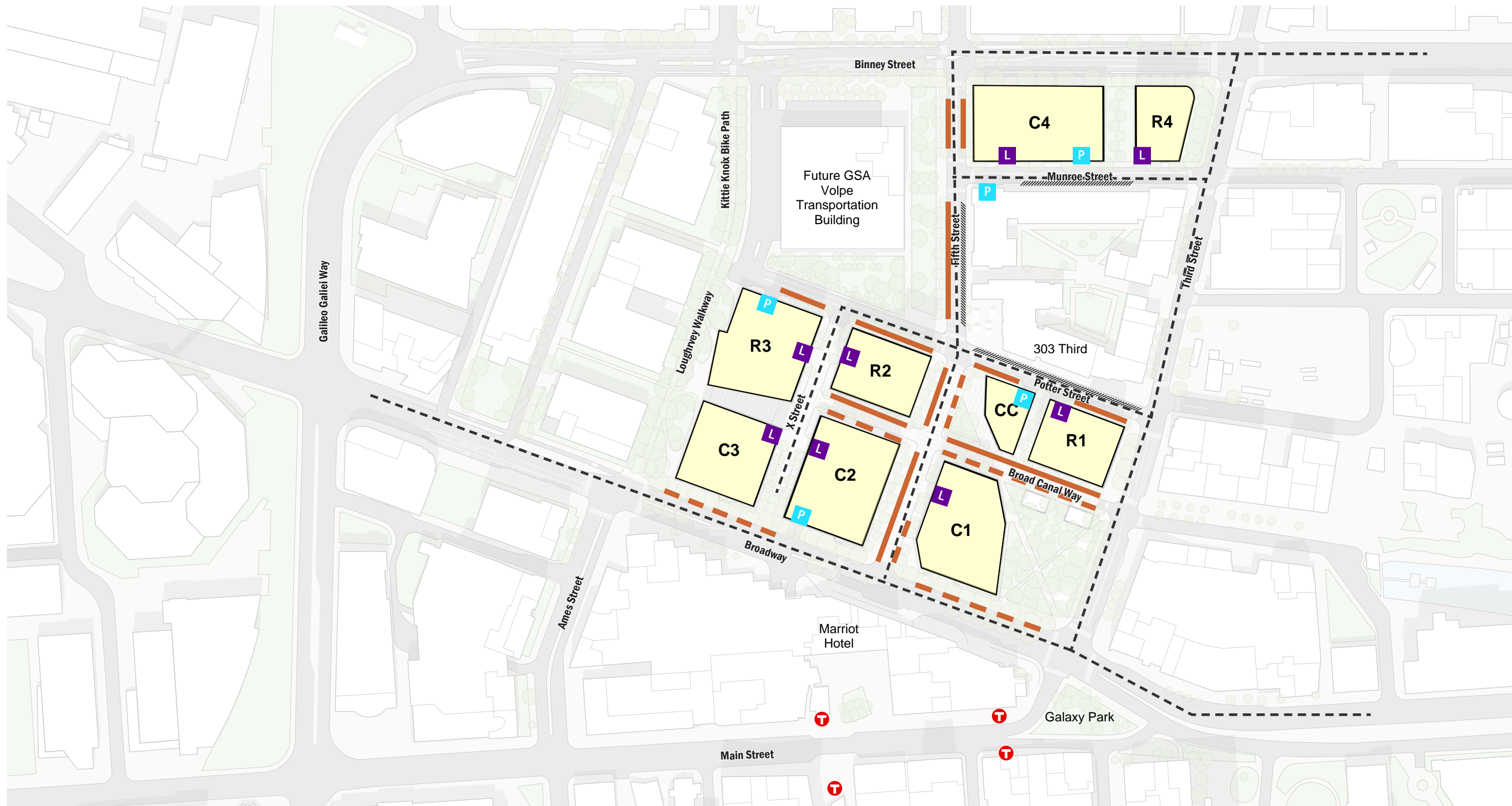
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Note:
Project generated trip numbers may be off by 1 trip between intersections due to rounding.



Figure d.28
Project Generated Trips on Build Mitigated Roadway Network
PM Peak Hour Traffic Volumes
Total





Basemap Source: Elkus Manfredi Architects




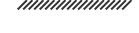


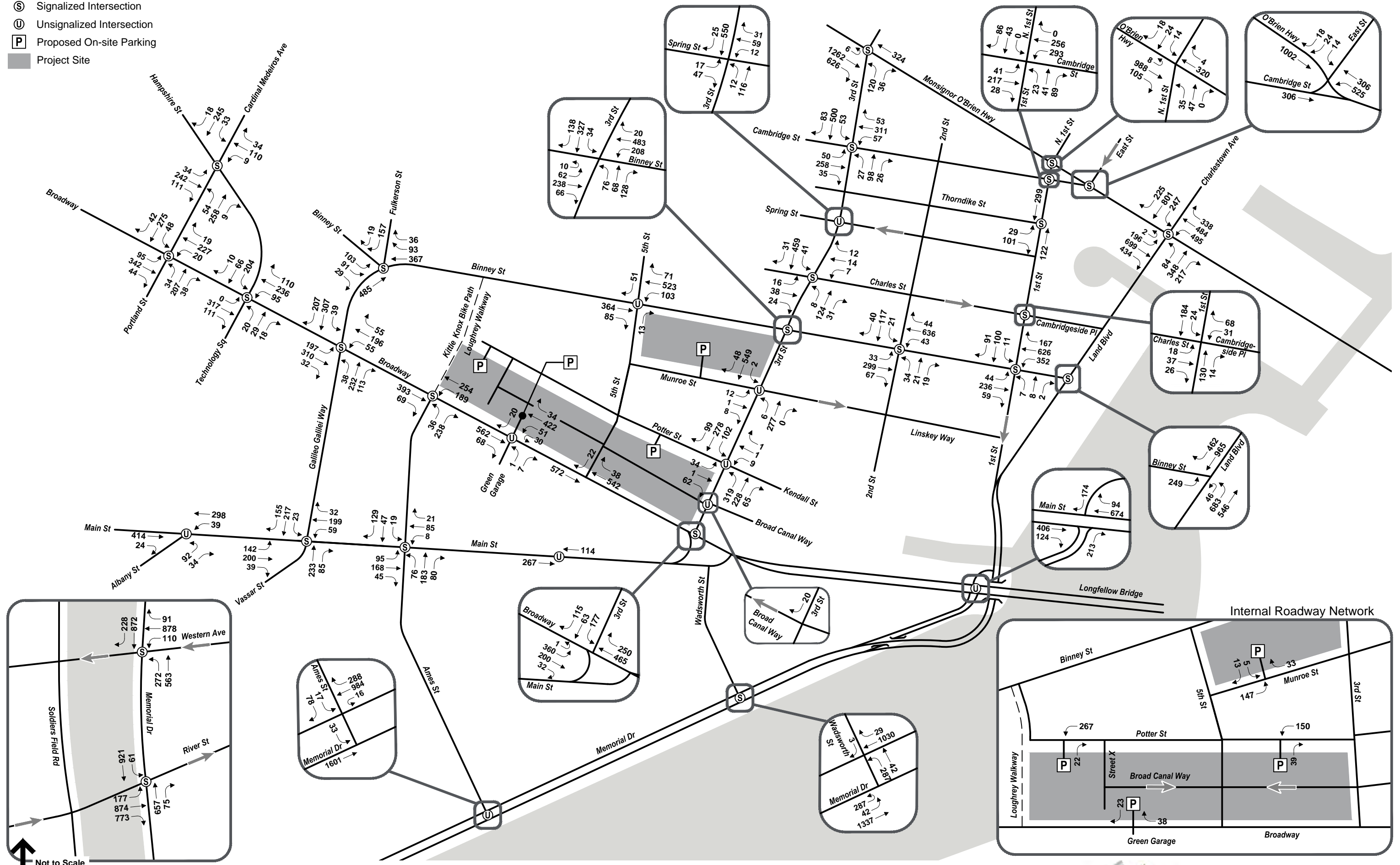
-  Truck Route
-  On Street Parking
-  Active/Flexible Curb
-  Existing Parking to Remain
-  Parking Access
-  Loading Dock



Figure 4.e.1
Vehicular Circulation/Access and Parking

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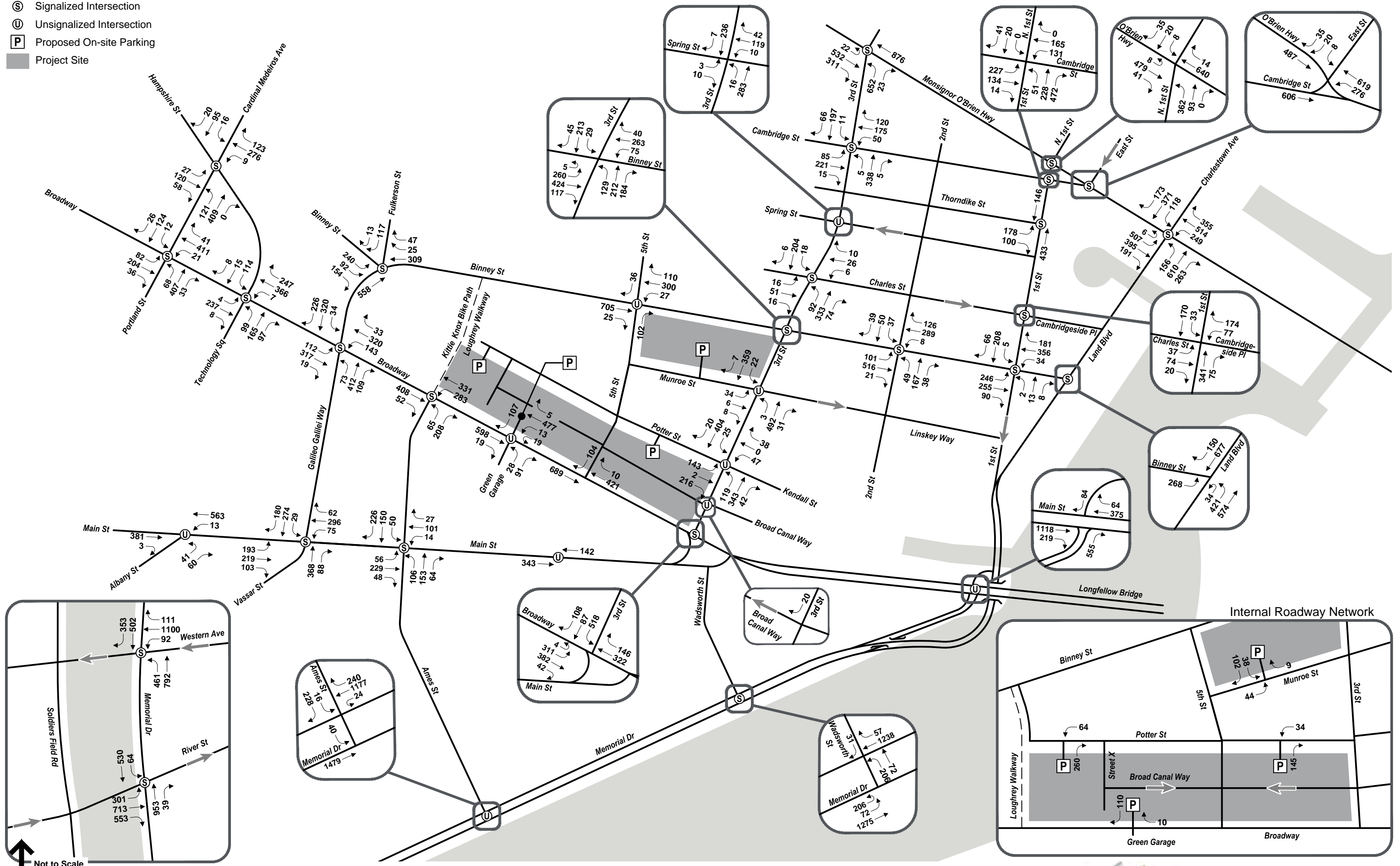
- Ⓢ Signalized Intersection
- Ⓤ Unsignalized Intersection
- Ⓟ Proposed On-site Parking
- Project Site



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Figure 6.c.1
 2019 Build Condition
 AM Peak Hour Traffic Volumes

- Ⓢ Signalized Intersection
- Ⓤ Unsignalized Intersection
- Ⓟ Proposed On-site Parking
- Project Site

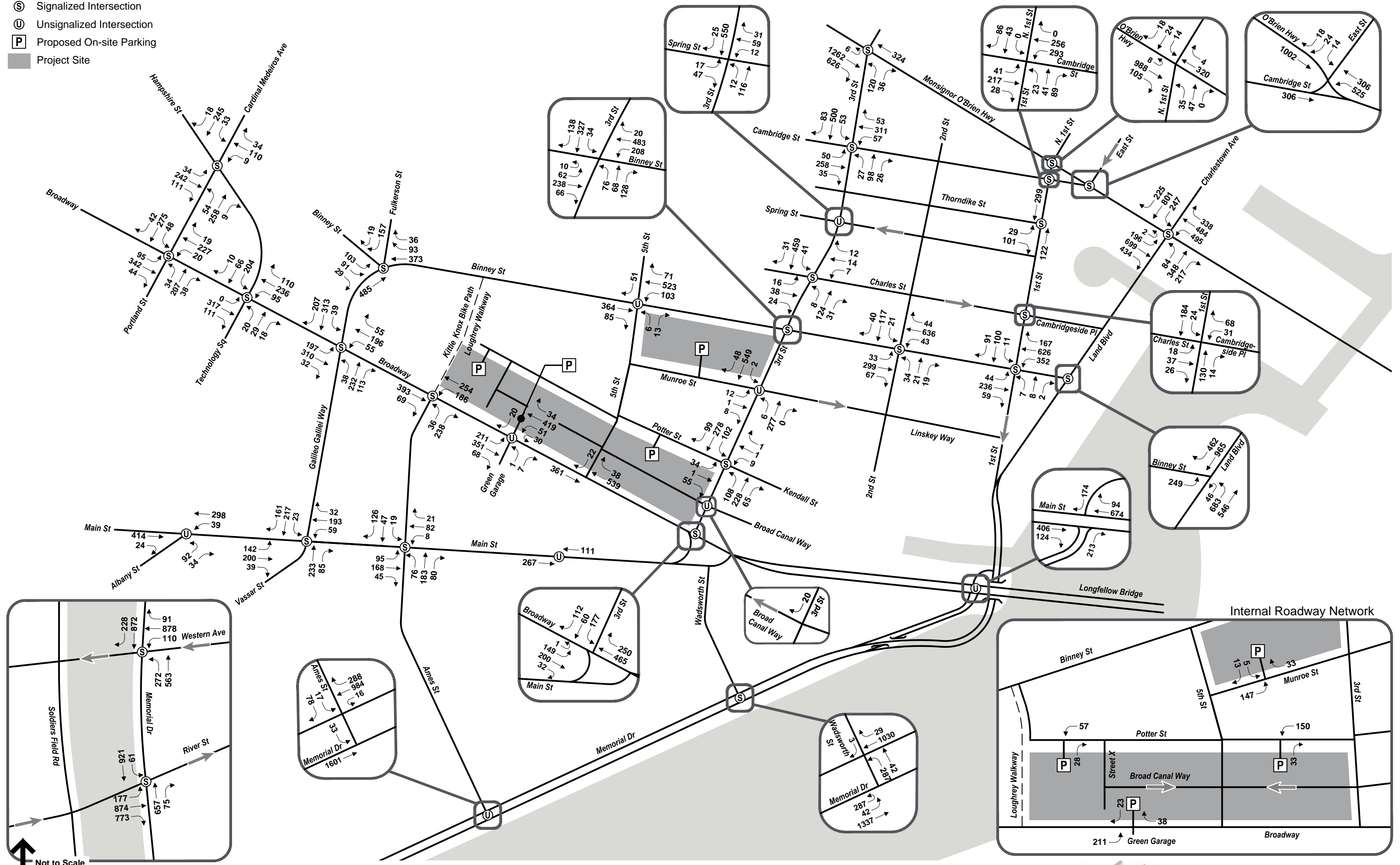


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Figure 6.c.2
2019 Build Condition
PM Peak Hour Traffic Volumes

- Ⓢ Signalized Intersection
- Ⓤ Unsignalized Intersection
- Ⓟ Proposed On-site Parking
- Project Site

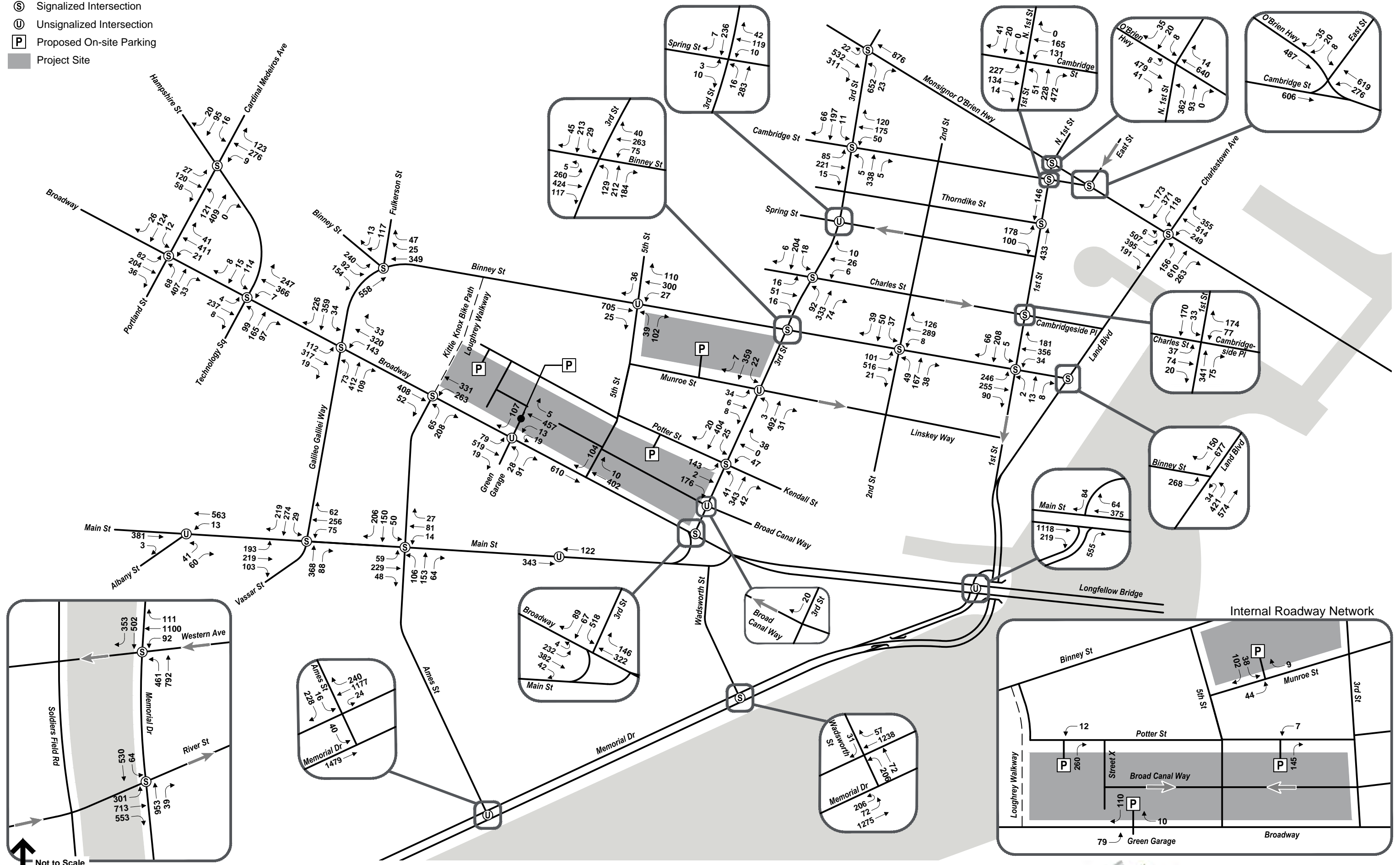


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Figure 6.d.1
2019 Build Mitigated Condition
AM Peak Hour Traffic Volumes

- Ⓢ Signalized Intersection
- Ⓤ Unsignalized Intersection
- Ⓟ Proposed On-site Parking
- Project Site



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Figure 6.d.2
 2019 Build Mitigated Condition
 PM Peak Hour Traffic Volumes

- Ⓢ Signalized Intersection
- Ⓤ Unsignalized Intersection
- Ⓟ Proposed On-site Parking
- Project Site

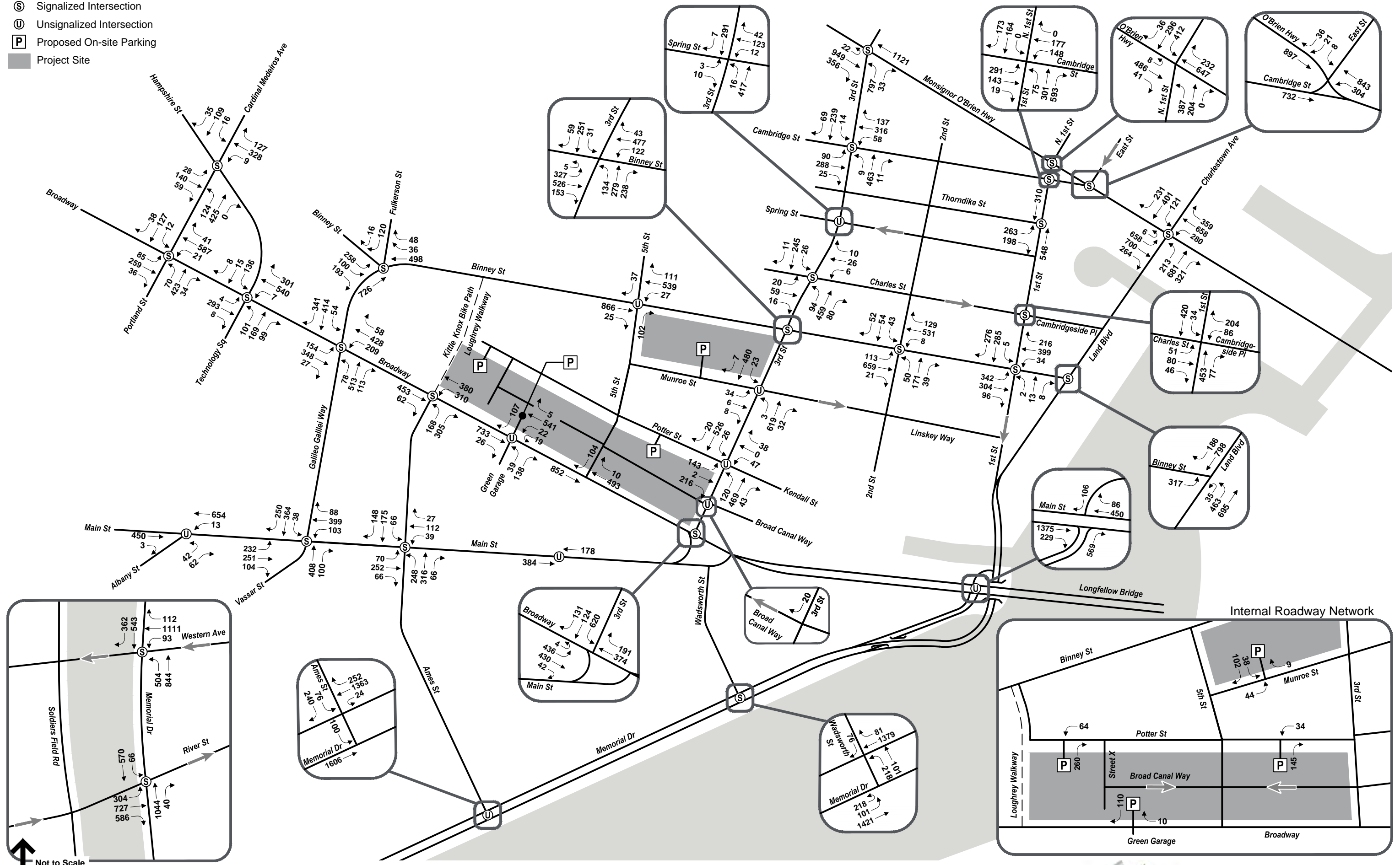


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Figure 6.e.1
2024 Future Condition
AM Peak Hour Traffic Volumes

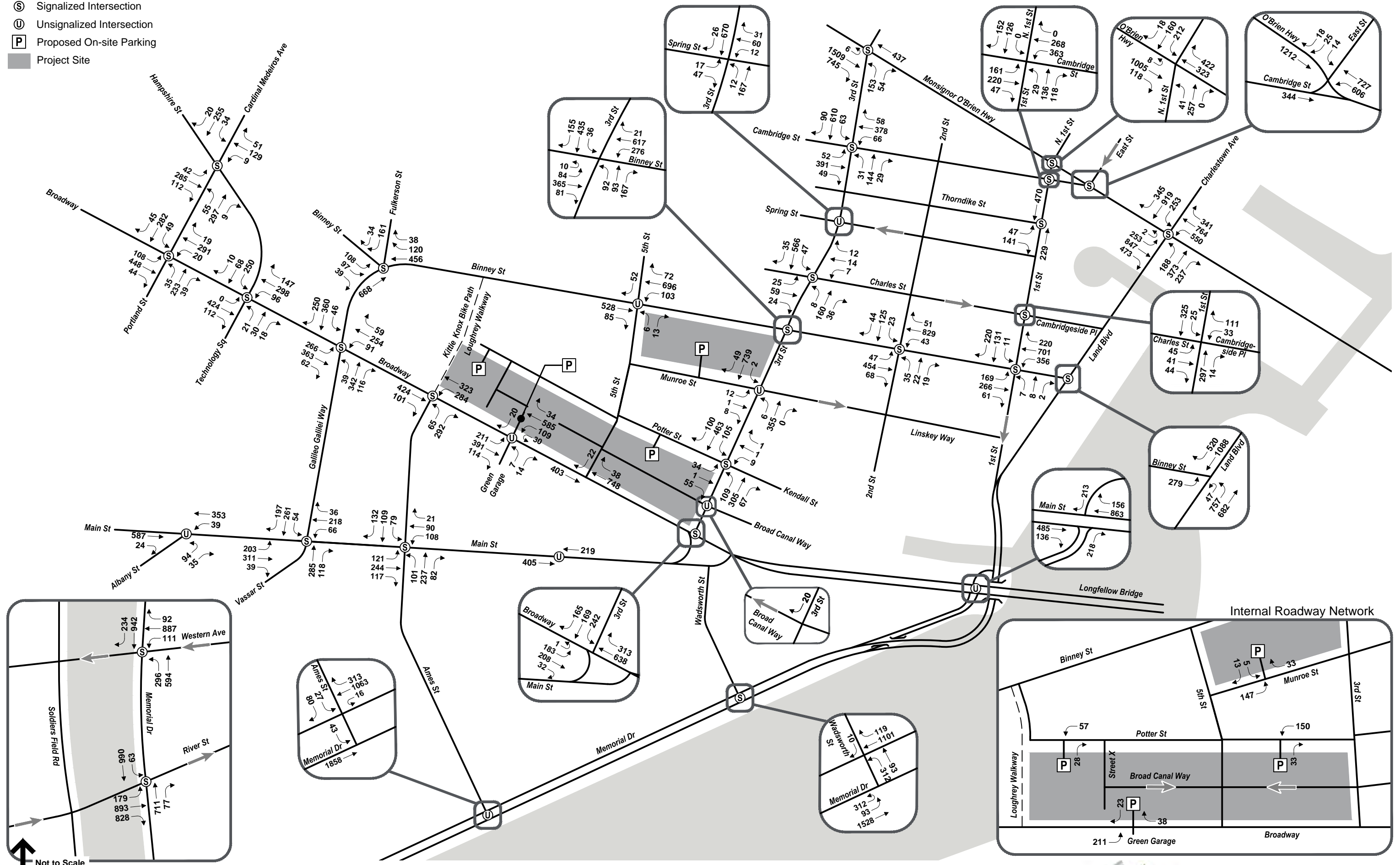
- Ⓢ Signalized Intersection
- Ⓤ Unsignalized Intersection
- Ⓟ Proposed On-site Parking
- Project Site



MIT Volpe Exchange Parcel

vhb Figure 6.e.2
 2024 Future Condition
 PM Peak Hour Traffic Volumes

- Ⓢ Signalized Intersection
- Ⓤ Unsignalized Intersection
- Ⓟ Proposed On-site Parking
- Project Site

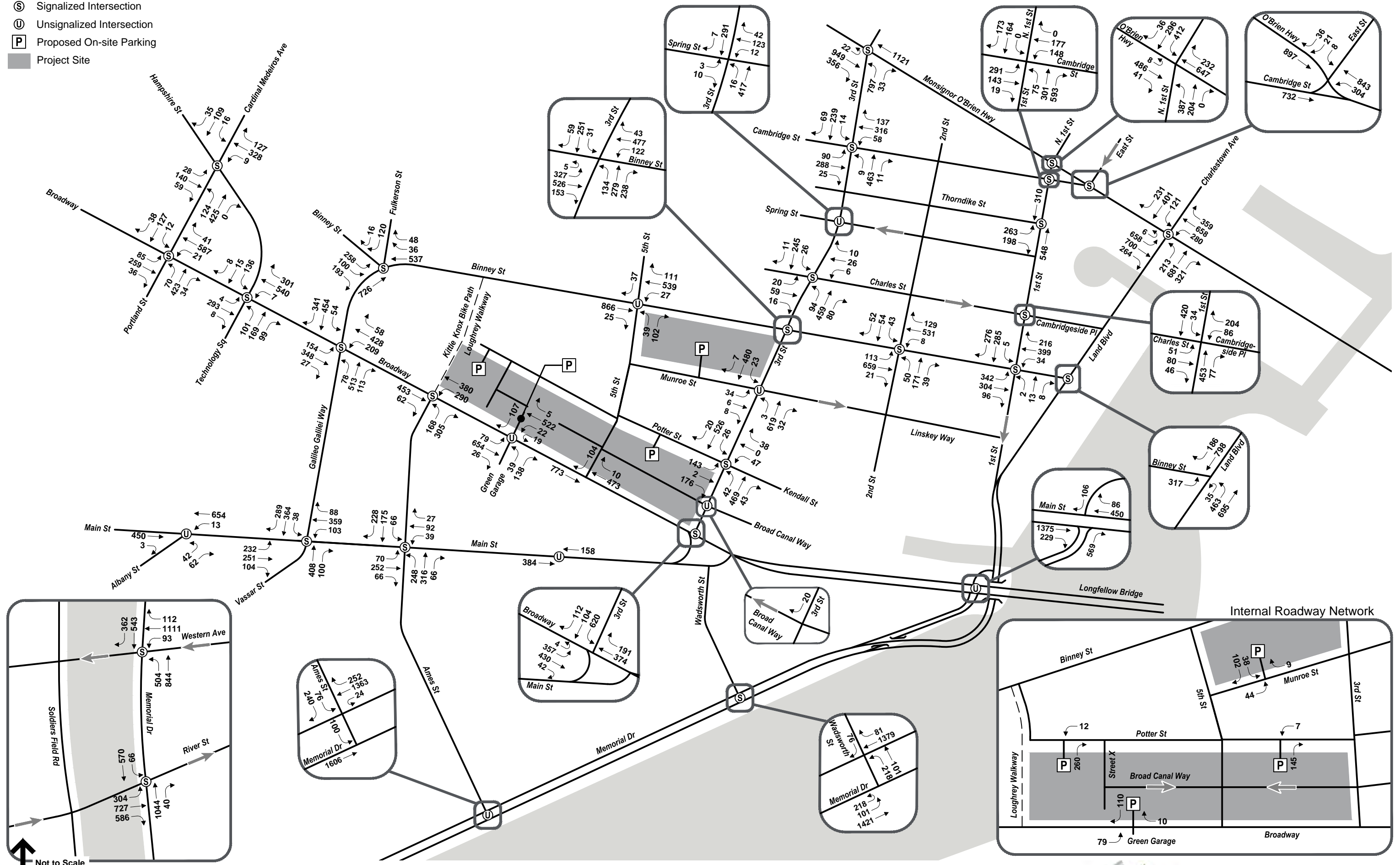


MIT Volpe Exchange Parcel



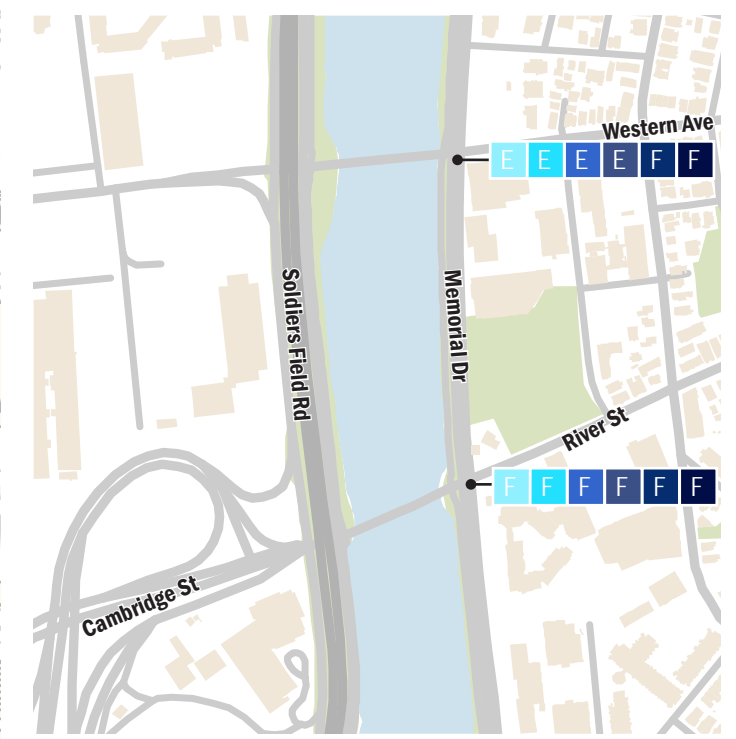
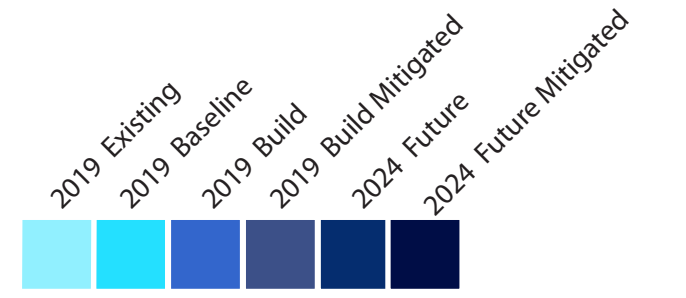
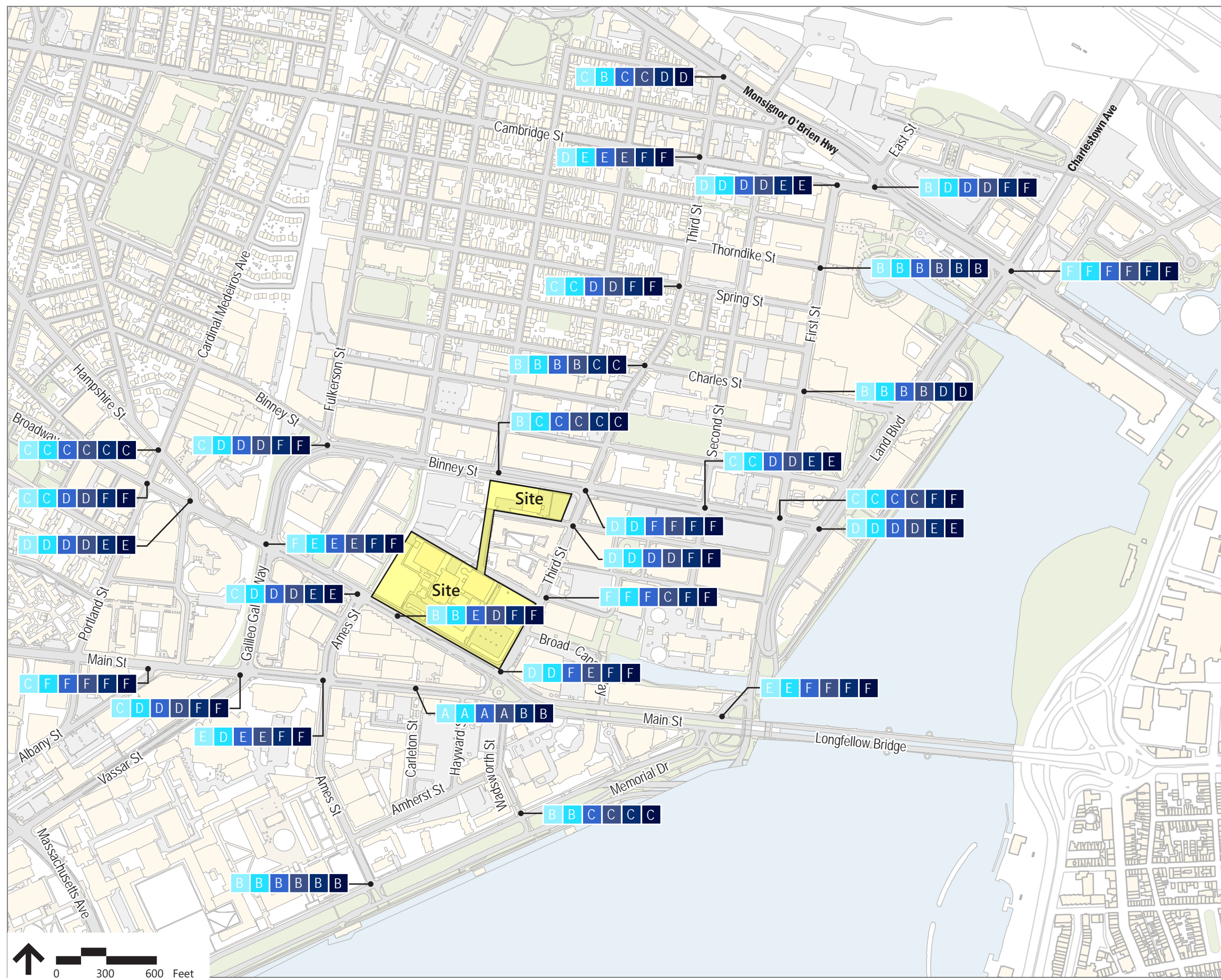
Figure 6.f.1
2024 Future Mitigated Condition
AM Peak Hour Traffic Volumes

- Ⓢ Signalized Intersection
- Ⓤ Unsignalized Intersection
- Ⓟ Proposed On-site Parking
- Project Site

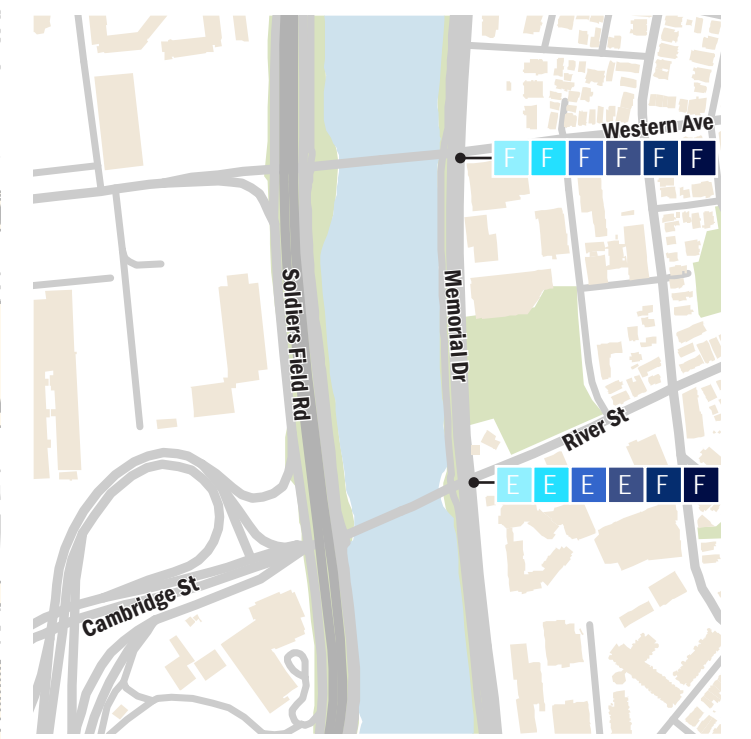
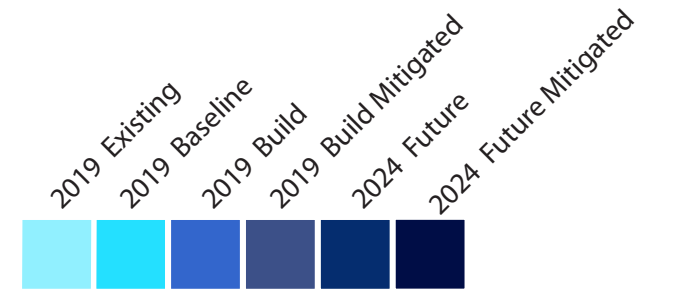
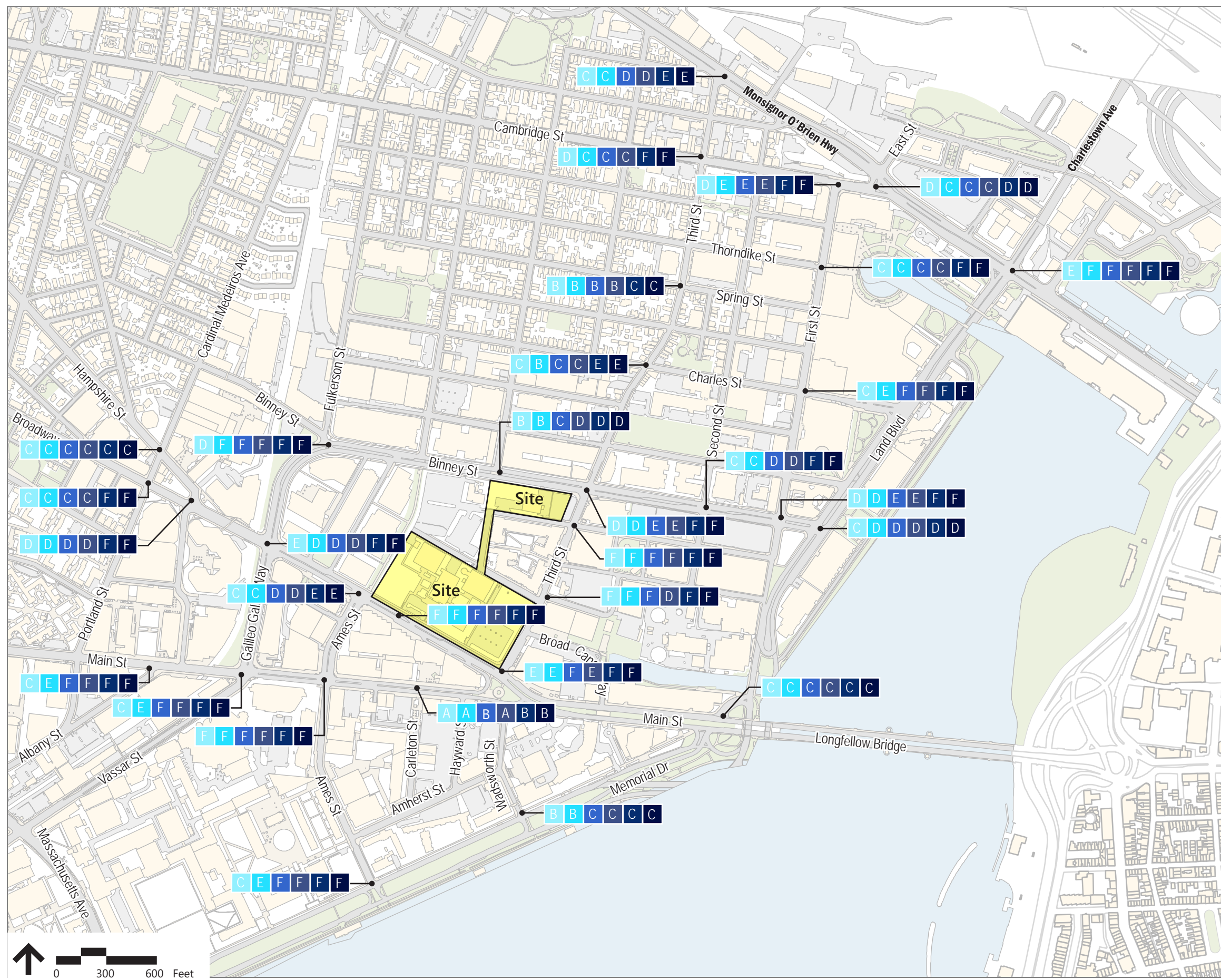


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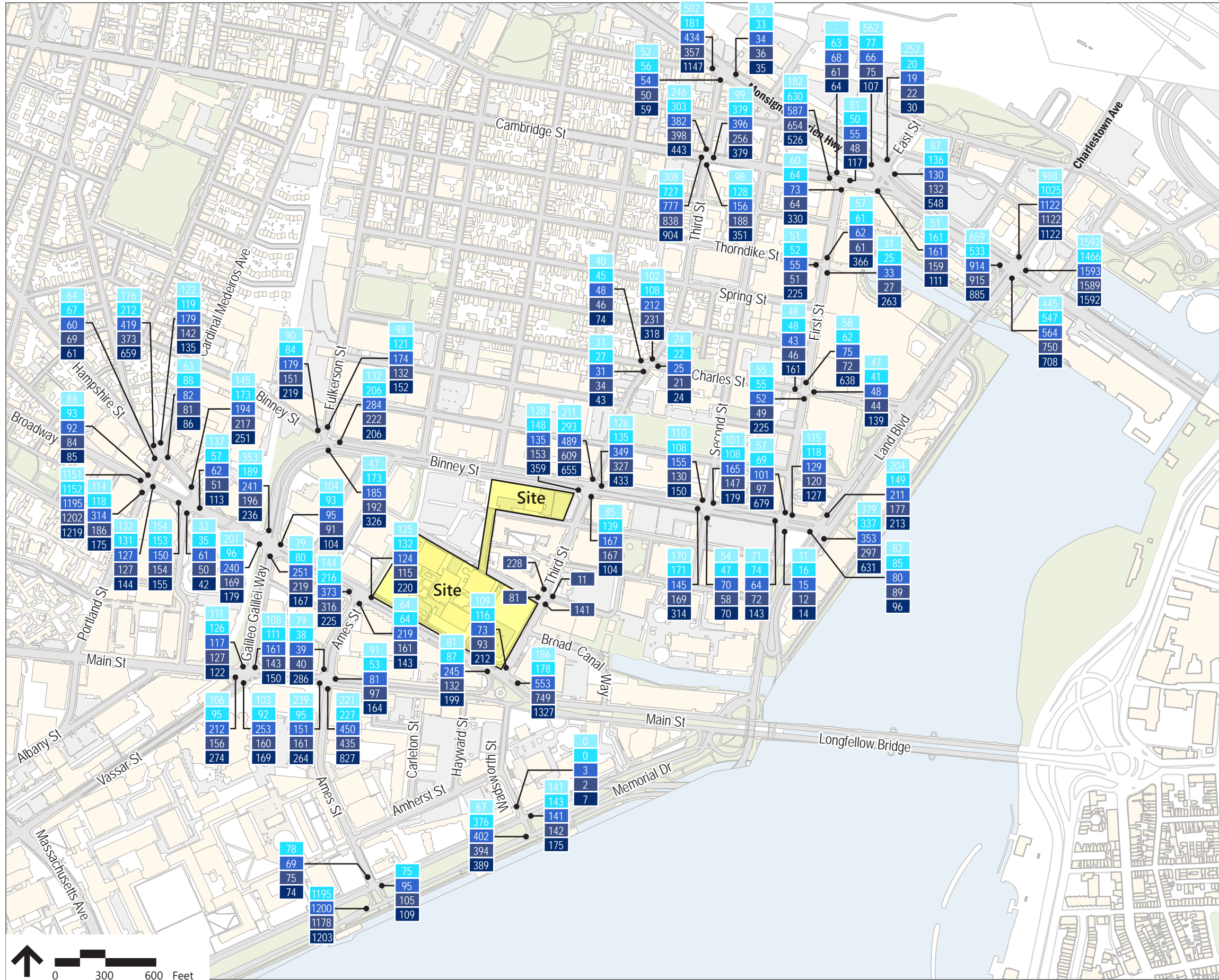
vhb Figure 6.f.2
 2024 Future Mitigated Condition
 PM Peak Hour Traffic Volumes



vhb
 Figure 7.a.1
 AM Peak Hour Traffic Level of Service Comparison - able
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 Cambridge, MA



vhb
 Figure 7.a.2
 PM Peak Hour Traffic Level of Service Comparison - able
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 Cambridge, MA



- # 2019 Existing Modeled Queue Length in Feet
- # Baseline Queue Length in Feet
- # 2019 Build Queue Length in Feet
- # 2019 Build Mitigated Queue Length in Feet
- # 2024 Future Queue Length in Feet

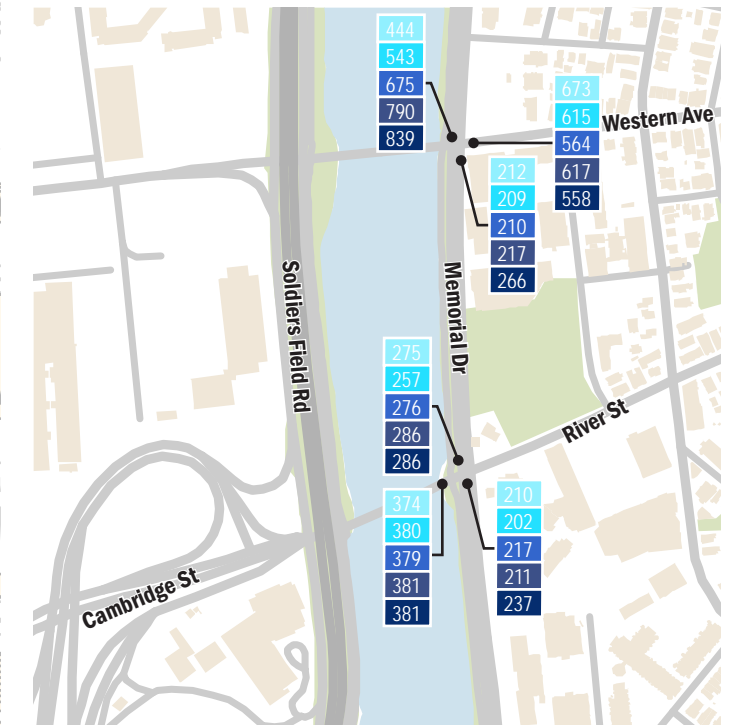
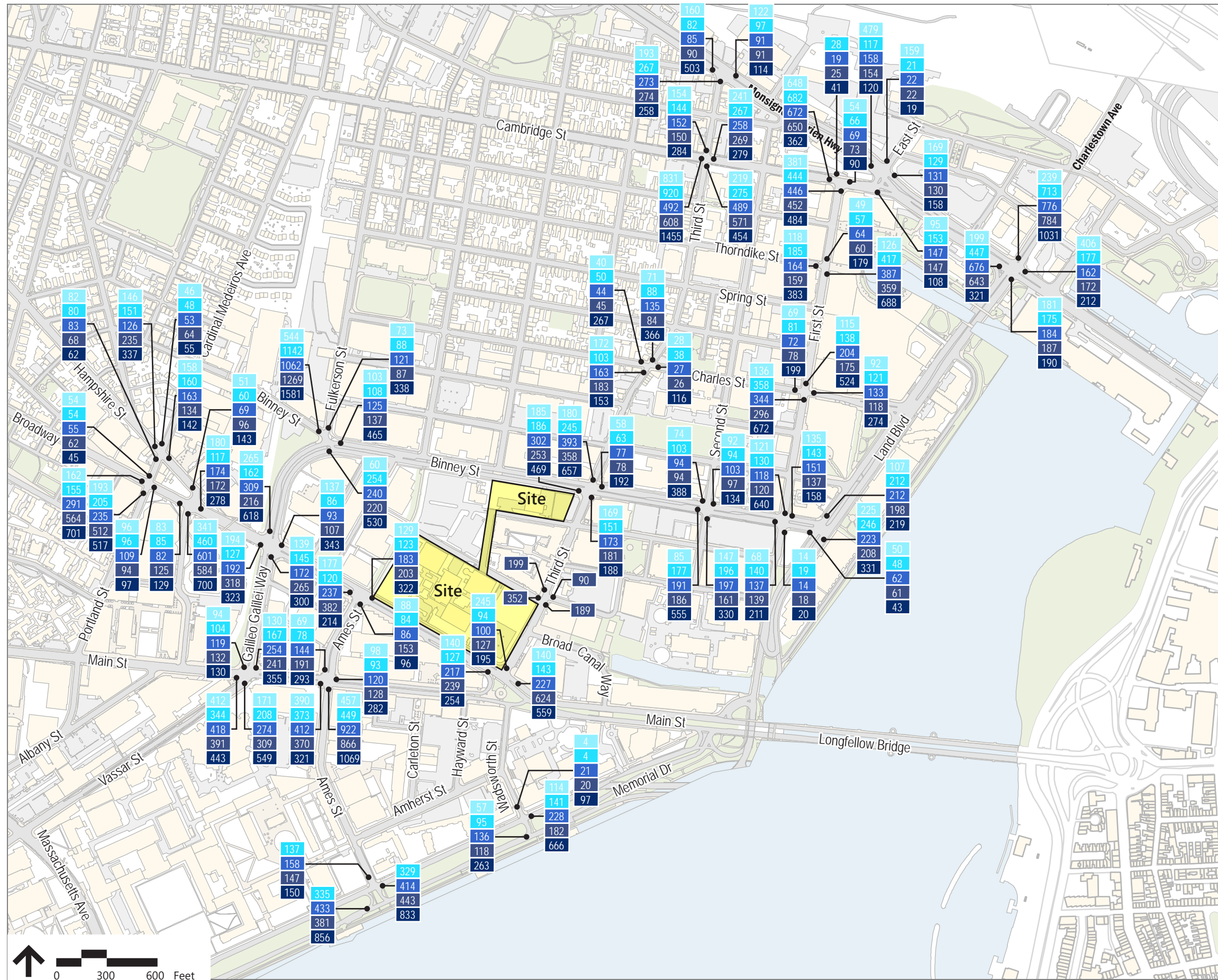


Figure 7.b.1
AM Peak Hour Vehicle Queue Lengths for Longest Queue Lane

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- # 2019 Existing Modeled Queue Length in Feet
- # Baseline Queue Length in Feet
- # 2019 Build Queue Length in Feet
- # 2019 Build Mitigated Queue Length in Feet
- # 2024 Future Queue Length in Feet

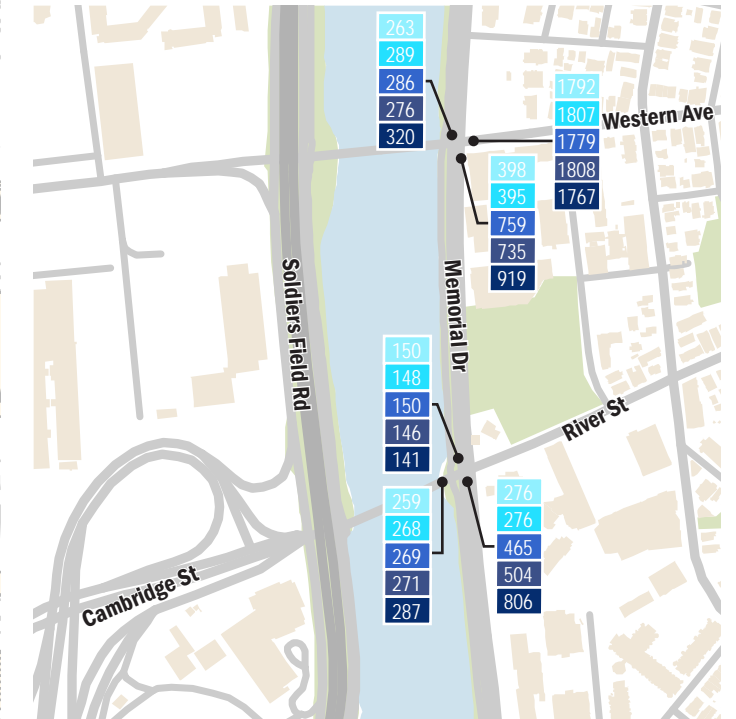
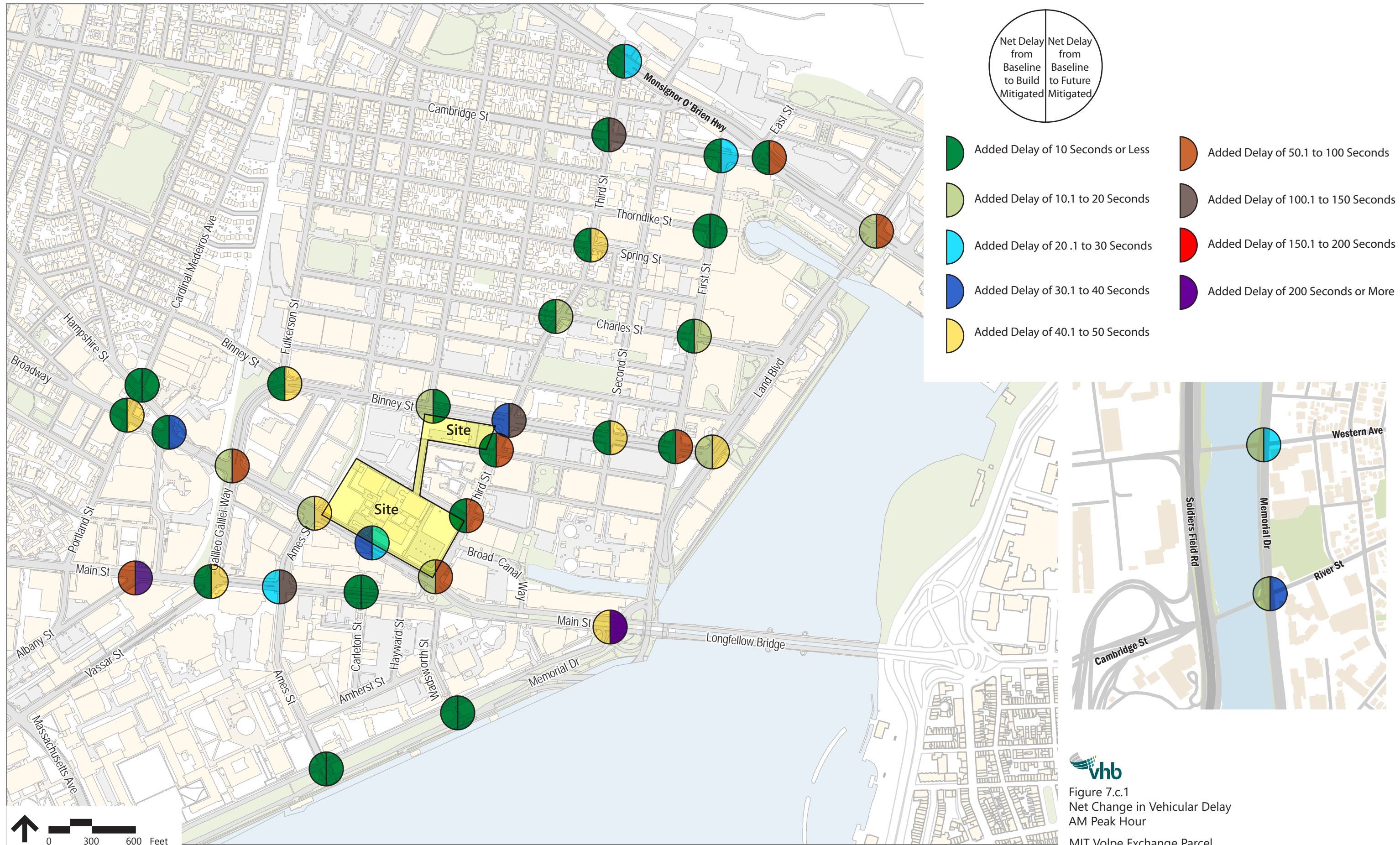
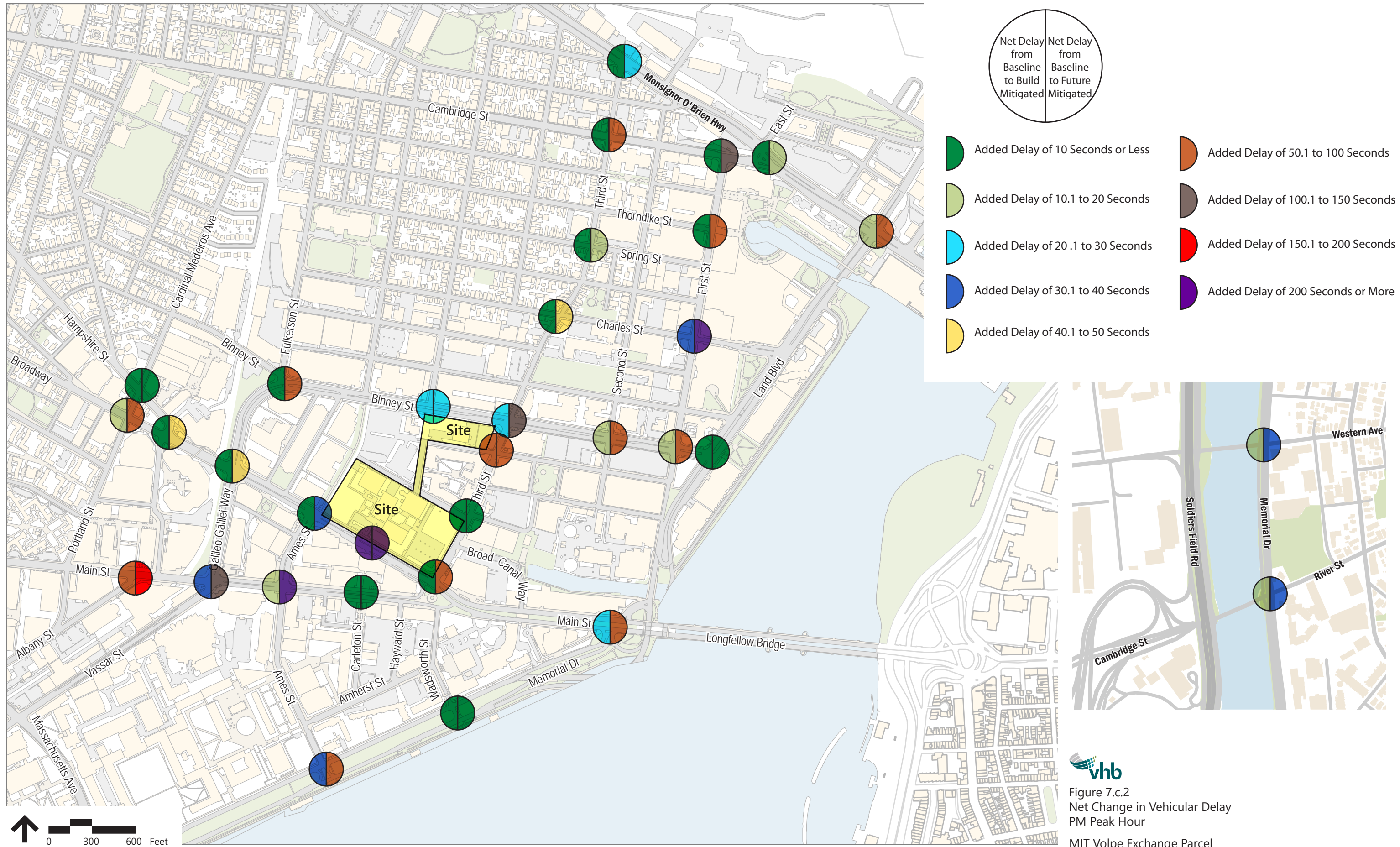


Figure 7.b.2
PM Peak Hour Vehicle Queue Lengths for Longest Queue Lane

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vhb
 Figure 7.c.1
 Net Change in Vehicular Delay
 AM Peak Hour
 MIT Volpe Exchange Parcel
 Cambridge, MA




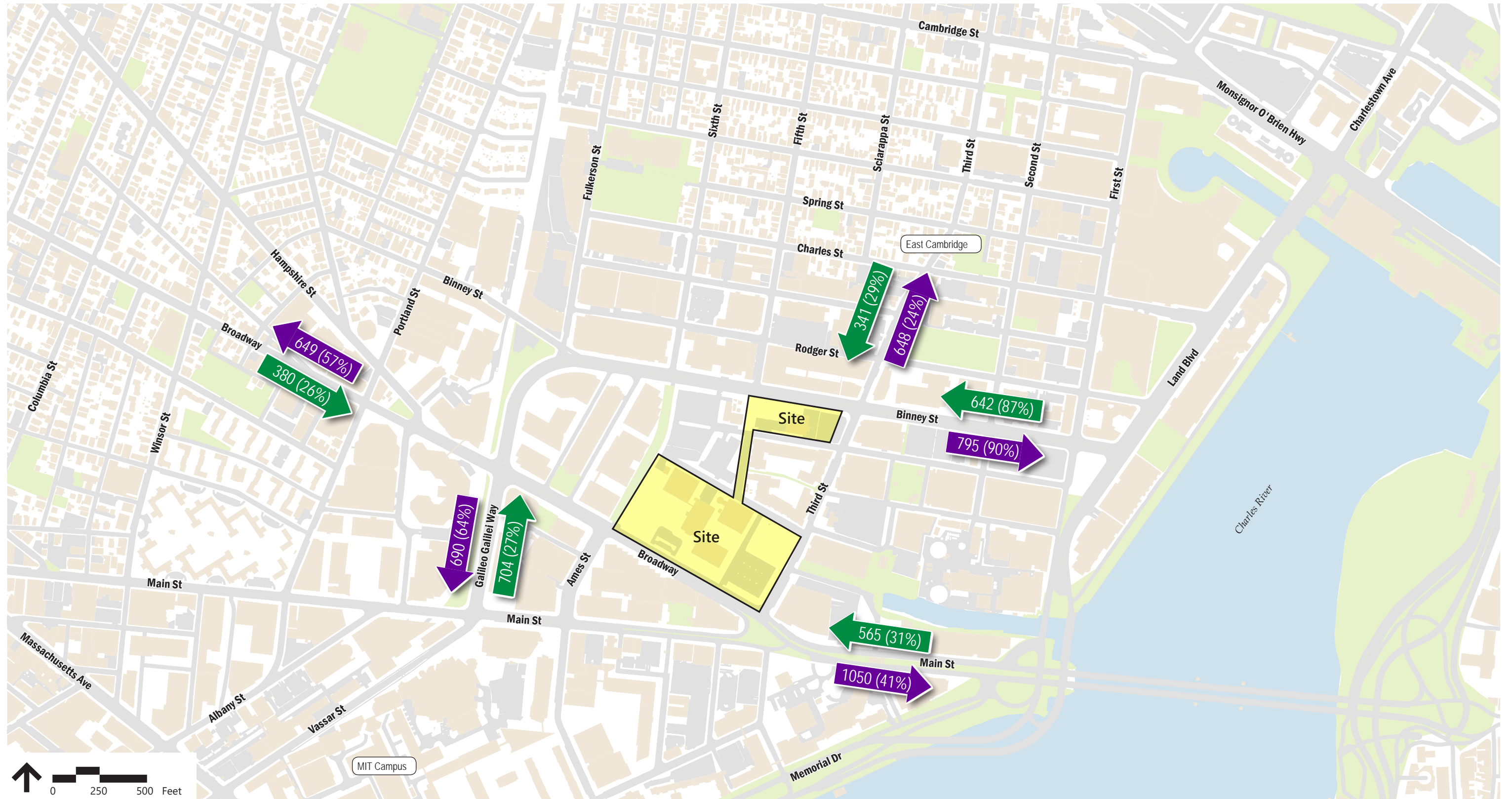


 Figure 7.c.2
 Net Change in Vehicular Delay
 PM Peak Hour
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 Cambridge, MA

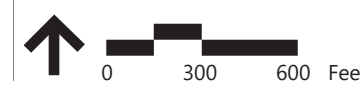
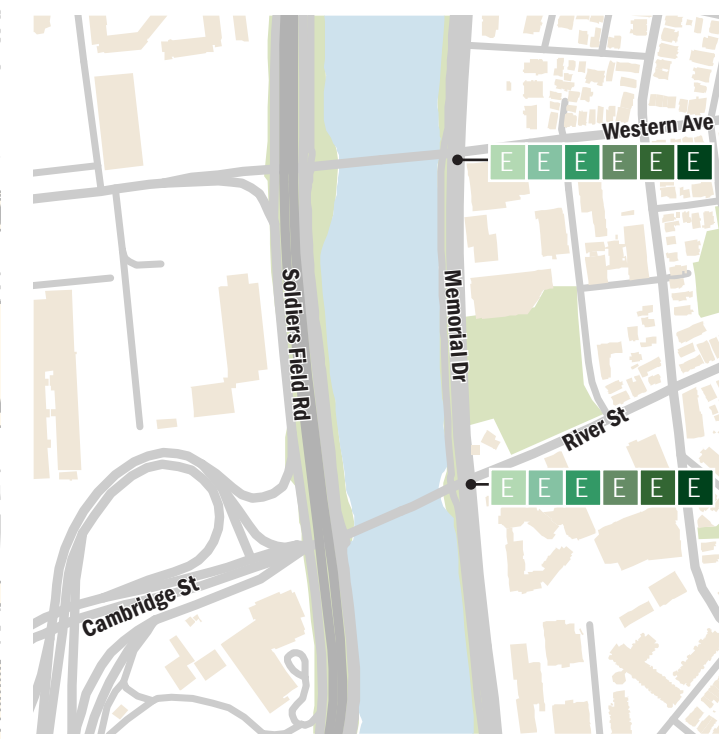
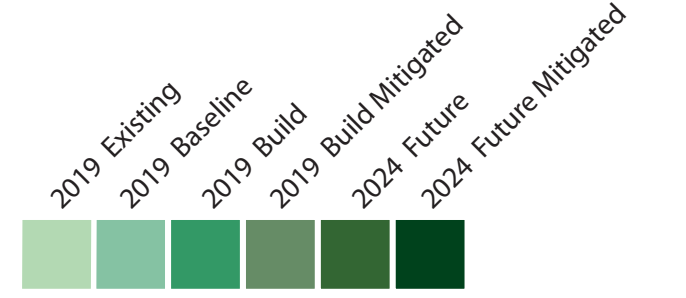
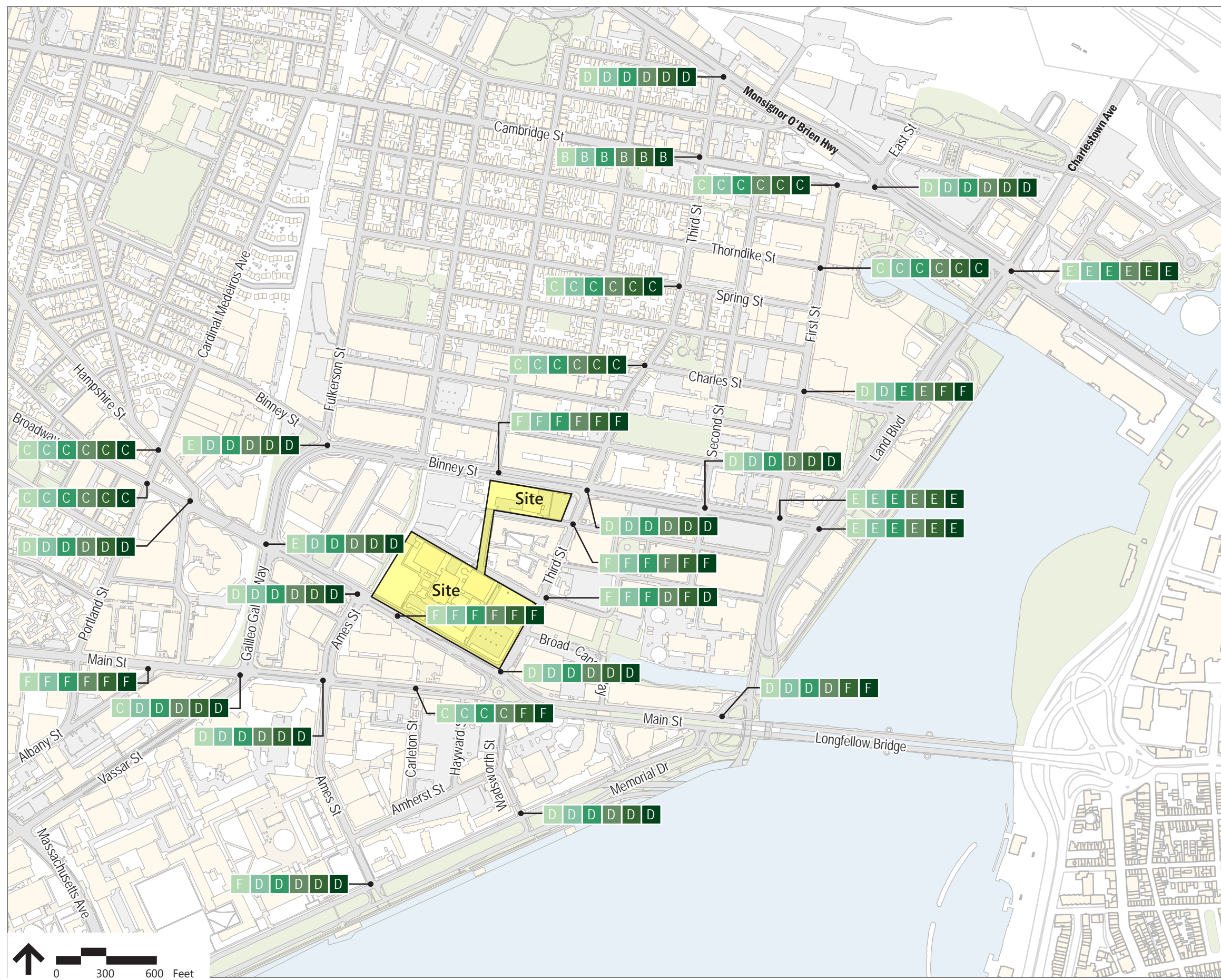


Proposed Project Component

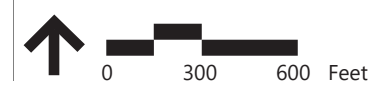
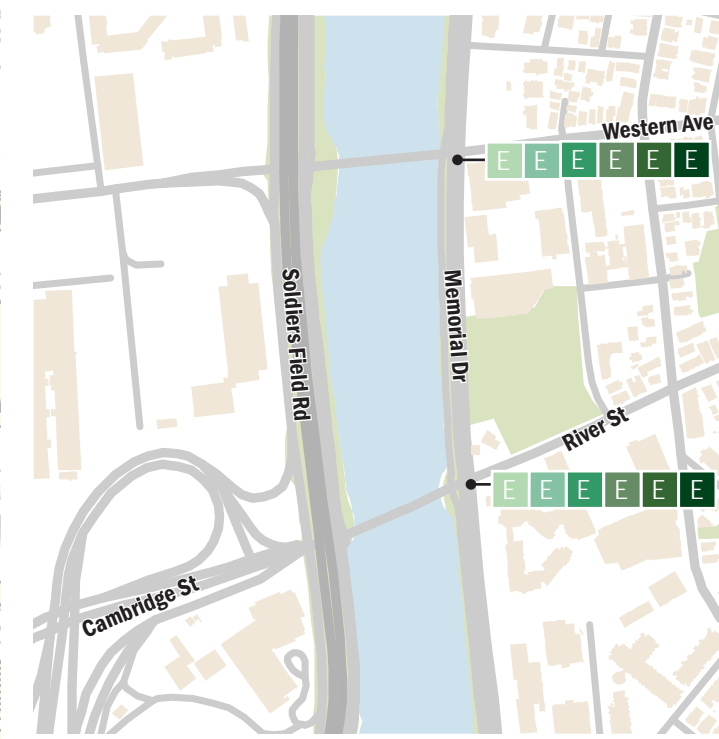
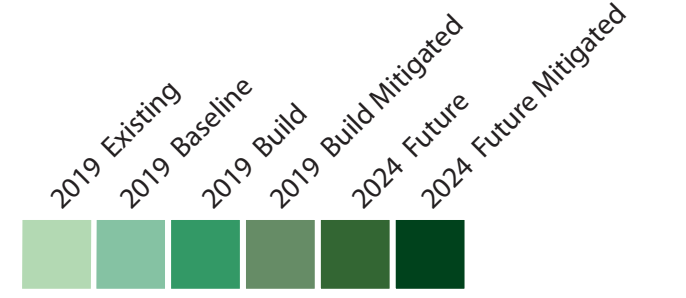
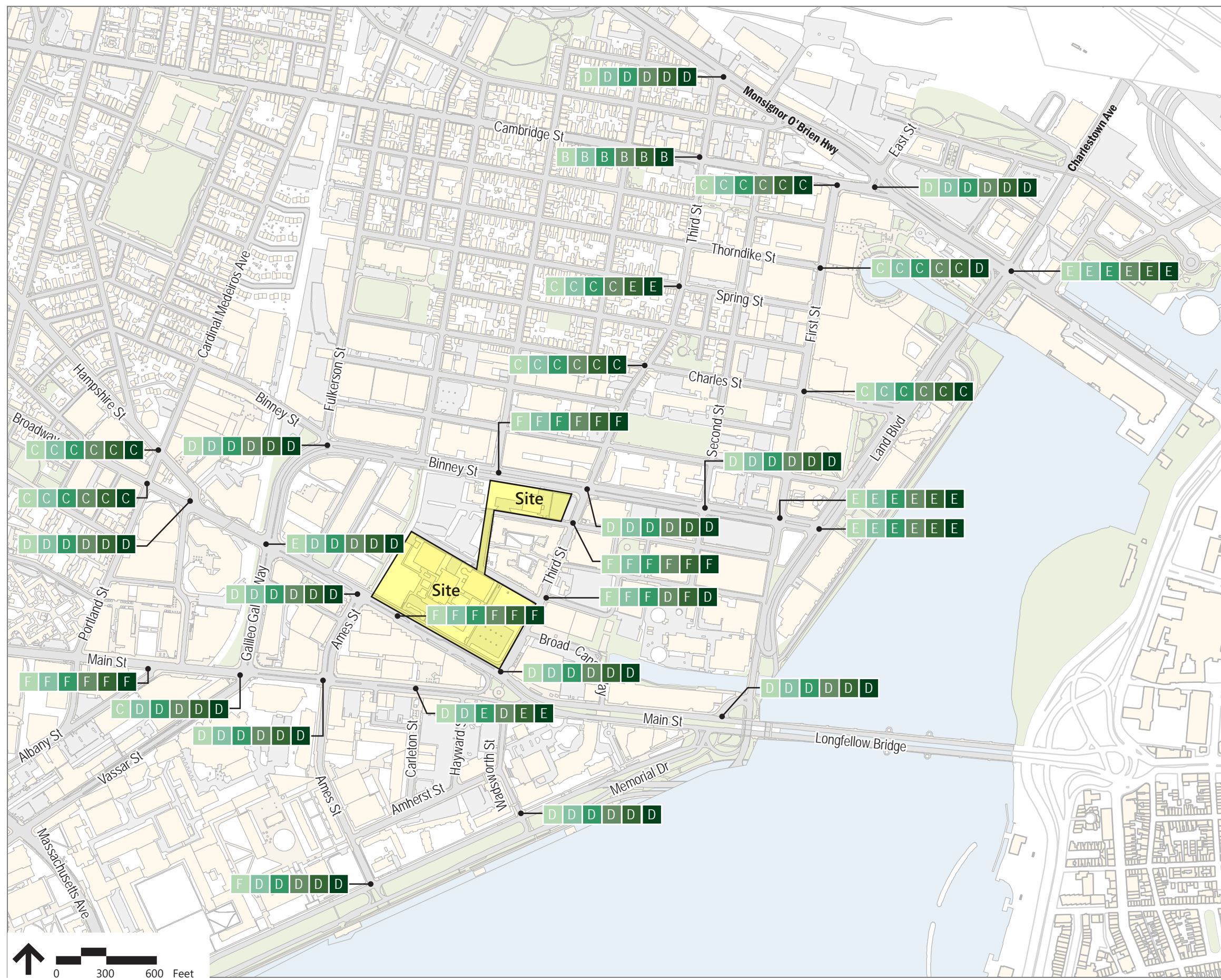
(%) Future Inbound Vehicular Volume (% Increase from Existing)
 # (%) Future Outbound Vehicular Volume (% Increase from Existing)

Base Map Source: MassGIS
Data Source: City of Cambridge K2C2 Study Sub-Area 3 Distribution

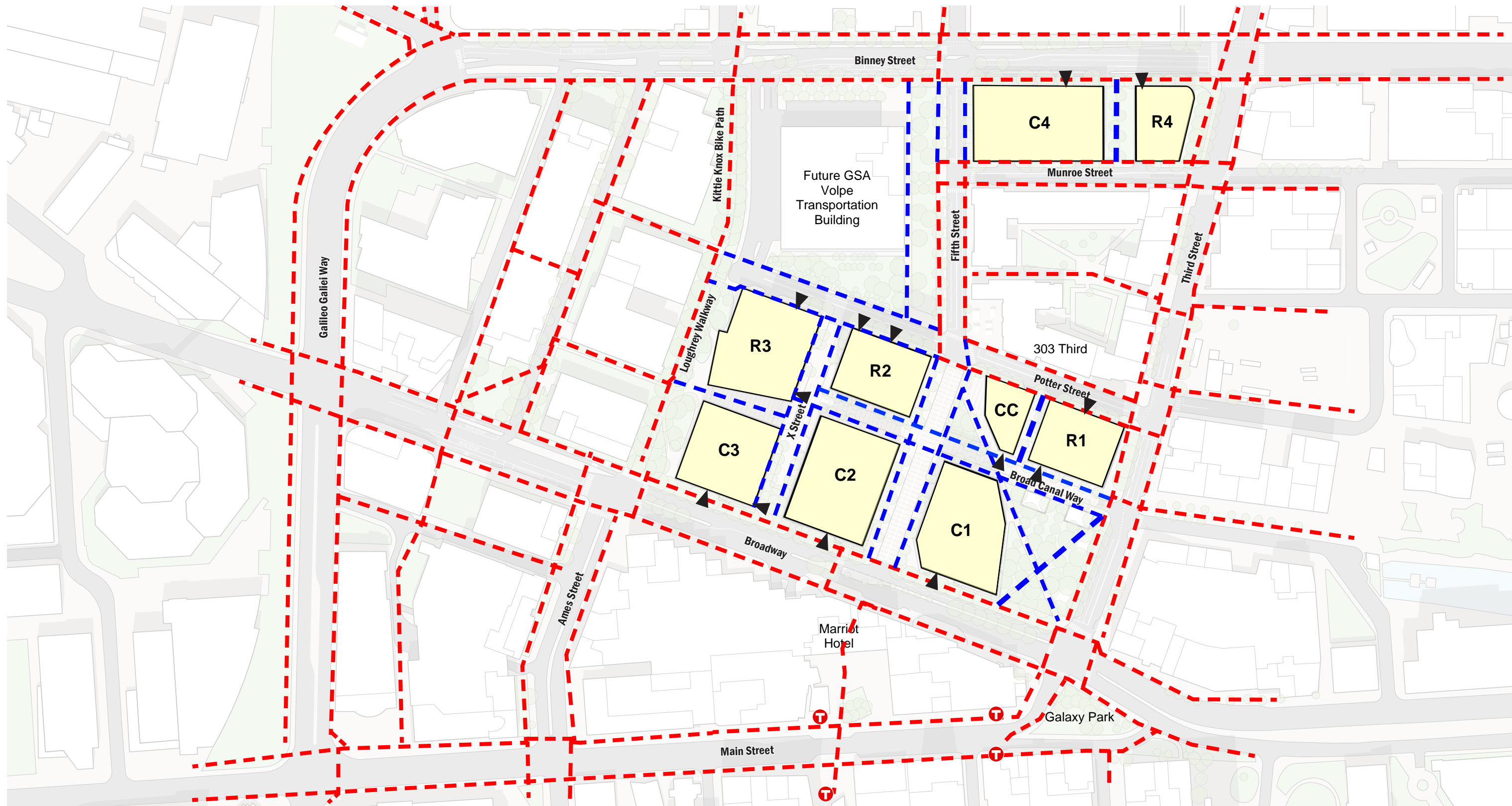
Figure 7.c.3
 2024 Future Cumulative Area Development Impacts
 Evening Peak Hour
 MIT Volpe Exchange Parcel
 Cambridge, MA



vhb
 Figure 12.a.1
 AM Peak Hour Pedestrian Level of Service Comparison Table
 MIT Volpe Exchange Parcel
 Cambridge, MA



vhb
 Figure 12.a.2
 PM Peak Hour Pedestrian Level of Service Comparison Table
 MIT Volpe Exchange Parcel
 Cambridge, MA



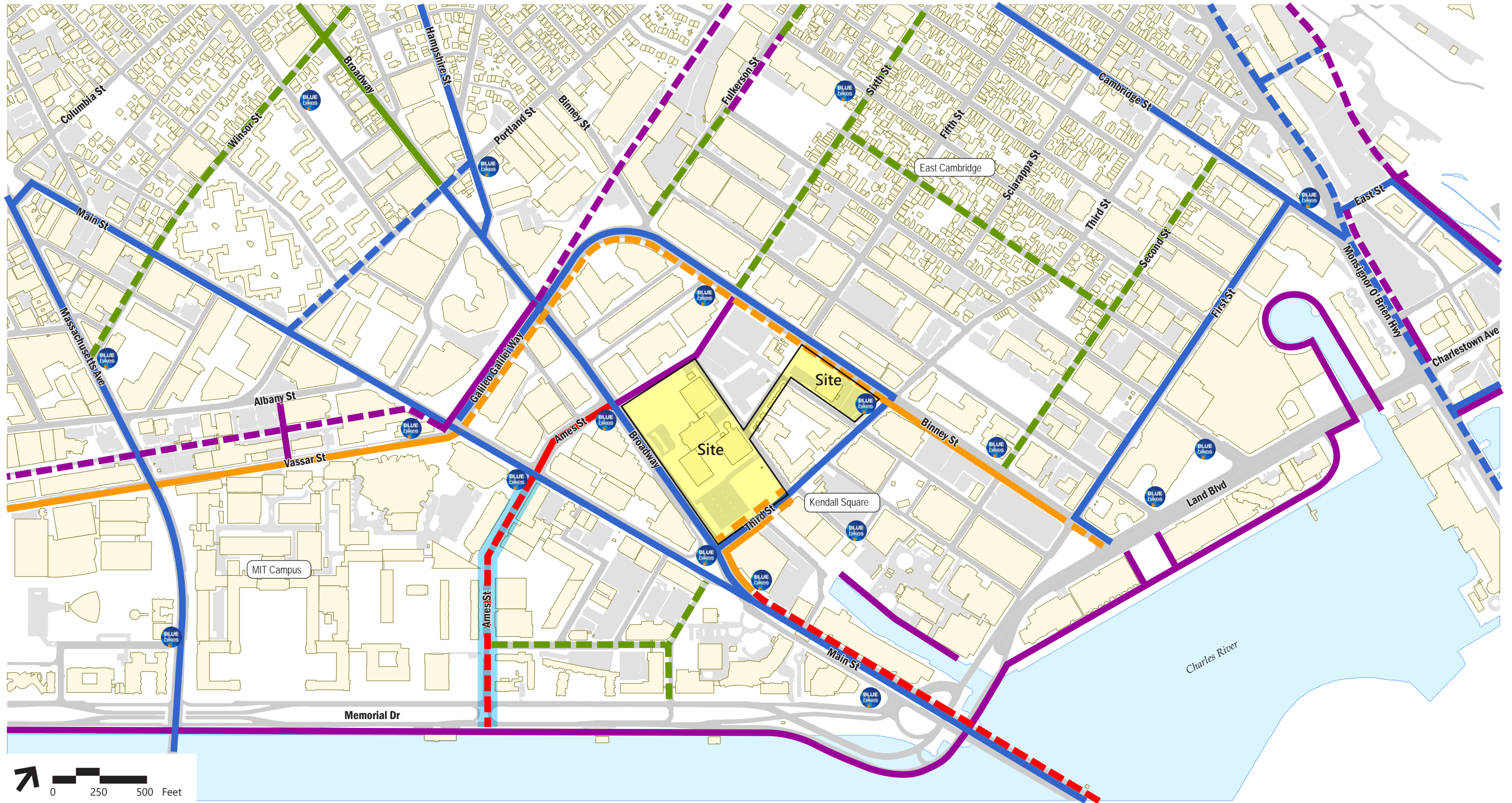
Basemap Source: Elkus Manfredi Architects

- - - Pedestrian Circulation/Connections
- - - Internal Pedestrian Circulation/Connections
- ▲ Pedestrian Entrance



Figure 12.b.1
Pedestrian Circulation and Connections

MIT Volpe Exchange Parcel
Cambridge, MA



Proposed Project Component

Source: 2015 Cambridge Bicycle Network Plan

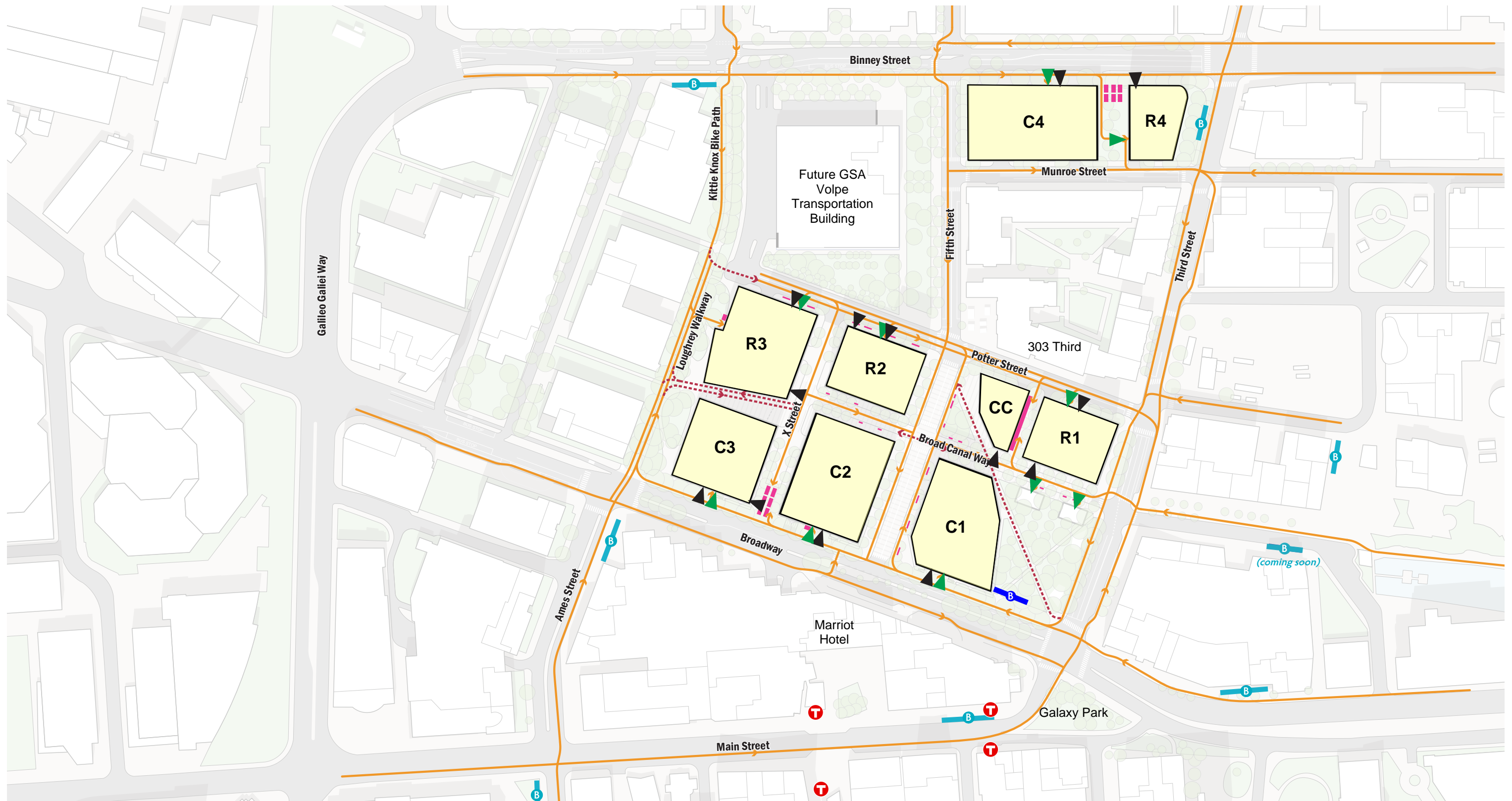
- Bike Path/Multi-Use Path
- Planned Bike Path/Multi-Use Path
- Bike Lane
- Planned Bike Lane
- Protected Bike Lane
- Planned Protected Bike Lane

- Cycle Track
- Planned Cycle Track
- Shared Lane Pavement Marking
- Planned Shared Lane Pavement Marking
- BlueBikes Station

Under Construction

 **Figure 13**
Bicycle Facilities

MIT Volpe Exchange Parcel
Cambridge, MA



Basemap Source: Elkus Manfredi Architects

- Path of Bicycles Entering the Site
- Existing Bluebikes Station
- Proposed Bluebikes Station
(showing potential station option, final location to be determined at a later date)
- Short Term Bicycle Parking
- Pedestrian Entrance
- Access to Long Term Bicycle Parking



Figure 13.b.1
Bicycle Circulation and Parking

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Cambridge, MA